

MARCH JOINT POWERS AUTHORITY



IMPORTANT COVID-19 NOTICE

IN AN EFFORT TO PROTECT PUBLIC HEALTH AND PREVENT THE SPREAD OF COVID-19 (CORONAVIRUS) AND TO ENABLE APPROPRIATE SOCIAL DISTANCING, THE AUTHORITY ENCOURAGES MEMBERS OF THE PUBLIC TO WATCH THE MEETING REMOTELY AND NOT TO ATTEND IN PERSON. IF YOU WOULD LIKE REMOTE ACCESS TO VIEW THE MEETING, PLEASE EMAIL THE ACTING CLERK AT CLERK@MARCHJPA.COM BY 11:00 A.M. ON MONDAY, FEBRUARY 6, 2023 AND WE WILL PROVIDE REMOTE ACCESS INSTRUCTIONS.

WITH SPACE LIMITED, WE STRONGLY ENCOURAGE MEMBERS OF THE PUBLIC TO UTILIZE THE REMOTE ACCESS APPROACH DESCRIBED ABOVE OR TO SIMPLY PROVIDE COMMENT ON ITEMS OF INTEREST THROUGH THE METHODS BELOW.

MEMBERS OF THE PUBLIC WHO WISH TO COMMENT ON MATTERS BEFORE THE TECHNICAL ADVISORY COMMITTEE MAY ALSO PARTICIPATE IN THE FOLLOWING WAYS:

(1) COMMENTS AND CONTACT INFORMATION CAN BE EMAILED TO CLERK@MARCHJPA.COM BY 11:00 A.M. ON THE DAY OF THE SCHEDULED MEETING TO BE INCLUDED IN THE WRITTEN RECORD; OR

(2) A REQUEST TO SPEAK CAN BE EMAILED TO CLERK@MARCHJPA.COM AND, AT THE TIME OF THE REQUESTED AGENDA ITEM, THE CLERK WILL PLACE A PHONE CALL TO THE COMMENTER AND ALLOW THEM TO SPEAK TO THE COMMITTEE VIA SPEAKER PHONE DURING THE LIVE MEETING FOR UP TO THREE MINUTES; OR

(3) ATTENDANCE IN PERSON, FILL OUT SLIP, AND ONCE RECOGNIZED, YOU MAY SPEAK FOR UP TO THREE MINUTES. PLEASE NOTE WE STRONGLY ENCOURAGE REMOTE OPTIONS; OR

(4) LOGGING ON TO REMOTE ACCESS LINK AND USING “RAISE MY HAND” FUNCTION. ONCE RECOGNIZED, YOU CAN SPEAK FOR UP TO THREE MINUTES.

ONLY ONE PERSON AT A TIME MAY SPEAK BY TELEPHONE AND ONLY AFTER BEING RECOGNIZED.

PLEASE BE MINDFUL THAT THE TELECONFERENCE WILL BE RECORDED AS ANY OTHER MEETING IS RECORDED, AND ALL OTHER RULES OF PROCEDURE AND DECORUM WILL APPLY WHEN ADDRESSING THE COMMITTEE BY TELECONFERENCE. FINALLY, IT IS REQUESTED THAT ANY MEMBER OF THE PUBLIC ATTENDING WHILE ON THE TELECONFERENCE TO HAVE HIS/HER/THEIR PHONE SET ON “MUTE” TO ELIMINATE BACKGROUND NOISE OR OTHER INTERFERENCE.

<https://us02web.zoom.us/j/6573841741?pwd=L0oycW0zRHFyUWw1RmtnajFMTmlPQT09>

Meeting ID: 657 384 1741, Passcode: 14205

One tap mobile - +16699006833,,6573841741#,,,,,0# 14205# US (San Jose), +13462487799,,6573841741#,,,,,0# 14205# US (Houston)

Dial by your location - +1 669 900 6833 US (San Jose), +1 346 248 7799 US (Houston)

Meeting ID: 657 384 1741, Passcode: 14205

Join by SIP 6573841741@zoomcrc.com , Join by H.323, 162.255.37.11 (US West), 162.255.36.11 (US East)



MARCH JOINT POWERS AUTHORITY

NOTICE OF SPECIAL REGULAR MEETING OF THE TECHNICAL ADVISORY COMMITTEE OF THE MARCH JOINT POWERS AUTHORITY

WILL BE HELD VIA ZOOM ON

Monday, February 6, 2023 from 3:30 p.m. to 5:00 p.m.

MARCH JOINT POWERS AUTHORITY OFFICE
14205 MERIDIAN PARKWAY, SUITE 140
RIVERSIDE, CA 92518

I hereby certify that the foregoing notice is a full, true, and correct copy of a notice that was sent to the following locations:

1. County of Riverside
County Administrative Center
4080 Lemon Street
Riverside, CA 92501
2. City of Perris
City Hall
101 North D Street
Perris, CA 92570
3. City of Riverside
City Hall
3900 Main Street
Riverside, CA 92522
4. City of Moreno Valley
City Hall
14177 Frederick Street
Moreno Valley, CA 92552
5. March Joint Powers Authority Office
14205 Meridian Parkway, Suite 140
Riverside, CA 92518

I hereby further certify that a copy of the foregoing notice was dispatched by me on February 2, 2023, to each member of the Technical Advisory Committee of the March Joint Powers Authority.

Cindy Camargo
Cindy Camargo, Secretary
Technical Advisory Committee

Regular Meeting
of the
TECHNICAL ADVISORY COMMITTEE (TAC)
of the
MARCH JOINT POWERS AUTHORITY

Via ZOOM

Monday, February 6, 2023 at 3:30 p.m.

MARCH JOINT POWERS AUTHORITY
14205 Meridian Parkway, Suite 140
Riverside, CA 92518

AGENDA

- 1. Call to Order**
- 2. Roll Call**
- 3. Approval of the Minutes of the Regular TAC Meeting held on December 5, 2022 - Page 5 (January 2, 2023 – Meeting Cancelled)**
- 4. Public Comments**
- 5. Reports, Discussions and Actions**
 - a) Report: Receive and file the 2022 Airport Operational Report and Airport Capital Improvement Plan - Page 8
 - b) Report: Receive and file the Master Plan Update – Page 40
 - c) Military Compatibility Use Study (MCUS) Update - Page 41
 - d) Report: Rolling Calendar and Future Agenda Items - Page 42
- 6. TAC representation and report at the next scheduled JPC Regular Meeting – February 8, 2023**
- 7. Reports and comments from Staff or TAC members regarding activities in their jurisdictions**
- 8. Adjournment**

Next Regular TAC Meeting – Monday, March 6, 2023 @ 3:30 pm
Next Regular TAC Meeting – Monday, April 3, 2023 @ 3:30 pm
Next Regular TAC Meeting – Monday, May 1, 2023 @ 3:30 pm

In accordance with Government Code section 65009, anyone wishing to challenge any action taken by the members appointed by the March Joint Powers Commission of the entity listed in this agenda above in court may be limited to raising only those issues raised at the public hearing described in the notice or raised in written correspondence delivered to the hearing body, at or prior to the public hearing. Any written

correspondence submitted to one or more of the March JPA Commissioners regarding a matter on this Agenda shall be carbon copied to the Commission Clerk and the project planner, if applicable, at or prior to the meeting date first referenced above.

Copies of written documentation relating to each item of business described above are on file in the office of the March Joint Powers Authority (March JPA), 14205 Meridian Parkway, Ste. 140, Riverside, California and are available for public inspection during regular office hours which are 7:30 a. m. to 5:00 p.m., Monday through Thursday, Friday-Closed. Written materials distributed to the March Joint Powers Technical Advisory Committee (TAC) within 72 hours of the TAC meeting are available for public inspection immediately upon distribution in the March JPA office at 14205 Meridian Parkway, Suite 140, Riverside, California (Government Code Section 54957.5(b)(2)). Copies of written materials may be purchased for \$0.20 per page. Pursuant to State law, this agenda was posted at least 72 hours prior to the meeting.

I hereby certify under penalty of perjury, under the laws of the State of California that the foregoing agenda was posted in accordance with the applicable legal requirements.

Dated: February 2, 2023

Signed: *Cindy Camargo*
Cindy Camargo, Secretary
MJPA Technical Advisory Committee

ADA: If you require special accommodations during your attendance at a meeting, please contact the March JPA at (951) 656-7000 at least 24 hours in advance of the meeting time.

**March Joint Powers Authority
14205 Meridian Parkway, Suite 140, Riverside, CA 92518
Phone: (951) 656-7000 FAX: (951) 653-5558**

Regular Meeting
of the
TECHNICAL ADVISORY COMMITTEE (TAC)
of the
MARCH JOINT POWERS AUTHORITY

Via ZOOM

Monday, December 5, 2022 at 3:30 p.m.

MARCH JOINT POWERS AUTHORITY
14205 Meridian Parkway, Suite 140
Riverside, CA 92518

MEETING MINUTES

Present: Juan Perez, County of Riverside – Acting Chair
Rafael Guzman, City of Riverside
Michele Patterson, City of Moreno Valley
Kenneth Phung, City of Perris

Others in Attendance:

Jeremy Holm, BB&K	Lt. Col. Underwood, MARB
Dr. Grace Martin, March JPA	Rodney McCraine, March JPA
Timothy Reeves, Lewis Companies	Stuart McKibbin, TriLake Consultants
Gary Gosliga, March JPA	Jeff Smith, March JPA
Dan Fairbanks, March JPA	Cindy Camargo, March JPA
Thomas Ketcham, Supervisor Jeffries Office	Roxanne Corona, March JPA
Simon Housman, ALUC	Scott Bruckner, County of Riverside
Bree Bettencourt, March JPA	Sherrie Olson, CUP Consultant
Tina Grande-Field, County of Riverside	Mike McCarthy, Orangecrest Resident
Larry Yanez, Fresh Up Restaurants	Lauren Sotelo, March JPA

1. Call to Order

Acting Chair Perez called the meeting to order at 3:33 p.m.

2. Roll Call

Present: Kenneth Phung, Michele Patterson, Raphael Guzman, Juan Perez (arrived at 3:33 p.m.)
Absent: Tisa Rodriguez

3. Approval of the Minutes of the Regular TAC Meeting held on November 7, 2022

No questions or comments.

Motion to approve: Guzman

Second: Phung

Abstain: None

Absent: Tisa Rodriguez

4. Public Comments

Mike McCarthy, Orangecrest resident, member of Riverside Neighbors Opposing Warehouses, spoke to the TAC regarding Item 5 (c), Year End Review and Accomplishments. He stated that the yearend report did not mention the backlash for the Westmont Village project, which was eventually withdrawn and the West Campus Upper Plateau project. Mr. McCarthy stated that he would like to ask the March JPA to do a better job of co-existing with adjacent neighborhoods and set higher standards for community development and actively include the community in their decision making.

Acting Chair thanked Mr. McCarthy for voicing the community concerns regarding the developments in their area. He added that efforts to provide outreach within the community will continue.

Member Guzman thanked Mr. McCarthy for his comments and added that he appreciates him for entering that into the record.

5. Reports, Discussions and Actions

a) Report: CUP 22-02: Allow Sale of Alcohol for On-Site Consumption – Restaurant The Commons at Meridian - The Pizza Factory, 20641 Van Buren Ave., Ste. 104, Riverside, CA

Jeffrey Smith, Principal Planner, March JPA provided an update on this item.

Member Patterson asked for an update on the two census tracts that are impacted and oversubscribed. Sherrie Olson, CUP Consultant answered that this is quite a large census tract. It is over concentrated but will not trigger PCN with the findings. The ABC will make those findings along with a report.

Member Phung asked if there have been any concerns from the neighborhood. Mr. Smith answered that the CUP requires a 300-foot notification area. Adding, there are a few residents within the area, however he has not received any concerns. Ms. Olson added that they did an ABC notification within 500 feet of residents and have not received any concern and are not expecting any.

b) Report: Village West Drive Extension Project Update, Meridian Park, LLC

Lauren Sotelo, Senior Planner, March JPA provided an update on this item.

Acting Chair Perez stated this is a very important project. It would help provide emergency access to the Westmont Village community and would be open all the time, not just in emergency situations.

c) Report: Year End Review and Accomplishments

Dr. Grace Martin, Executive Director, March JPA provided this report.

Member Guzman thanked the March JPA team and Dr. Martin for her leadership. He added there are a lot of moving pieces, and everyone is incredibly protectional.

Member Phung thanked March JPA staff for their effort to communicate with the City of Perris on projects. Member Phung asked March JPA to be open when considering opening Good Neighbor Guidelines reflecting what other jurisdictions are doing.

Acting Chair Perez echoed his colleagues and thanked the March JPA staff as well.

d) Report: Military Compatibility Use Study (MCUS) Update

Simon Housman, ALUC provided an update on this item.

No questions or comments

e) Report: Rolling Calendar and Future Agenda Items

No questions or comments.

**6. TAC representation and report at the next scheduled JPC Regular Meeting –
December 14, 2022**

Acting Chair Perez stated that he is available to attend the meeting and provide an update on behalf of the TAC. He asked that he received an invite to the meeting.

7. Reports and comments from Staff or TAC members regarding activities in their jurisdictions

None.

8. Adjournment

The meeting was adjourned at 4:19 p.m.

Next Regular TAC Meeting – Monday, January 2, 2023 @ 3:30 p.m. (Holiday)

Next Regular TAC Meeting – Monday, February 6, 2023 @ 3:30 p.m.

Next Regular TAC Meeting – Monday, March 6, 2023 @ 3:30 p.m.

**March Joint Powers Authority
14205 Meridian Parkway, Suite 140, Riverside, CA 92518
Phone: (951) 656-7000 FAX: (951) 653-5558**

**MARCH JOINT POWERS AUTHORITY
TECHNICAL ADVISORY COMMITTEE
OF THE
MARCH JOINT POWERS AUTHORITY**

***Reports, Discussion and Action
Agenda Item No. 5a***

Meeting Date: February 6, 2023

Report/Discussion: Receive and file the 2022 Airport Operational Report and Airport Capital Improvement Plan

Background:

The Federal Aviation Administration (FAA) requires that Airport Capital Improvement Plans (ACIP) be submitted annually for airports wishing to participate in FAA funding opportunities. ACIP submissions are due January 31, 2023. This report was provided to the March Joint Powers Commission on January 11, 2023. The ACIP was submitted to the FAA on January 31, 2023.

Airport ACIPs are projections that identify environmental, design, and construction of proposed capital improvement within a 5-year planning period. Projects identified within the planning period are projected to include FAA funding and desired projects are reflected on the existing Airport Layout Plan (ALP). Projects that are not identified on the ALP cannot be considered for FAA grant funding. Airports must update their ALPs and depict desired capital improvement projects for funding as considered by the airport authority from time to time. March Inland Port Airport Authority (MIPAA) is currently developing an airport master plan that will include an update to its ALP in 2023. The master planning effort is funded by an FAA grant.

The report by staff will include a list of projects and funding estimates of proposed projects. Projects identified in this year's ACIP are depicted on the current ALP.

Attachment: 1) RIV Airport Capital Improvement Plan Project Submittal FYs 2024-2028



SUBMITTED 01/31/2023

(RIV)

ACIP PROJECT SUBMITTAL

FYs 2024-2028

Abstract

Summary of Planned ACIP Project including CALTRANS 10-year Project Planning - Compliant with
FAA Western Pacific Region (AWP) FY23 AIP Dates and Submittals Guidance – LAX ADO

Airport Capital Improvement Planning Summary

Date	Project	FAA ACIP Funding	Estimated RIV Share 10%	Total Estimated Project Costs
2024	Conduct Environmental – Apron Project #1 per 2021 MP (NPR-66.4) ³	AIG \$360,000	\$40,000	\$400,000
2025	CEQA/EIR Reimbursement after Hangar Completion ¹	AIG \$175,000	\$19,600	\$196,000
2025	Conduct Environmental – Apron Project #2 per 2021 MP (NPR-66.4) ³	AIG \$360,000	\$40,000	\$400,000
2026	Conduct Design – Apron Project #1 per 2021 MP (NPR-66.4)	Available Entitlements \$255,000 AIG \$37,000	\$33,000	\$325,000
2027	Construct – Apron Project #1 per 2021 MP (NPR-59.6) ²	Available Entitlements \$5,066,000 Discretionary Request \$649,000	\$635,000	\$6,350,000
2027	Conduct Design – Apron Project #2 per 2021 MP (NPR-66.4)	Available Entitlements \$0.00 Discretionary Request \$360,000	\$40,000	\$400,000
2028	Construct – Apron Project #2 per 2021 MP (NPR-59.6)	Available Entitlements \$176,000 Discretionary Request \$2,974,000	\$350,000	\$3,500,000
2028	Conduct Environmental – Parallel Taxiway J Phase 1-3 (NPR-66.4)	Available Entitlements \$0.00 Discretionary Request \$450,000	\$50,000	\$500,000
		Totals	\$1,208,000	\$12,071,000

*AIG – Airport Improvement Grant

Notes:

1. In 2025, RIV might request FAA reimbursement of \$176,000 for carrying California CEQA environmental review costs previously incurred in preparation for the GA Hangar/s. FAA only reimburses Sponsor after construction and only with Sponsor’s available entitlement or AIG funds.
2. The first request for nominal discretionary funds is scheduled in 2027. Sponsor plans project planning years wisely to build up entitlement funds limiting discretionary request for environmental, design and construction.
3. Sponsor has completed all airport required aviation facilities, asset rehabilitations and security projects and is now preparing its first Master Plan. Therefore, infrastructure projects are identified as Priority Projects #1 and # 2 as associated with the outcome of the Master Plan. Project #1&2 are assumed to be apron projects.

Fiscal Year 2023
CONDUCT AIRPORT MASTER PLAN
(CURRENT YEAR PLANNING)

PROJECT DESCRIPTION:

The March Joint Powers Authority is also the Inland Port Airport Authority (MIPAA) at March and is conducting its first Master Plan for the March Inland Port Airport (RIV). The master plan is a planning and feasibility study that would establish a long-term (20 years) vision plan for RIV with near-term project goals outlining the successful implementation of the master plan. The RIV Master Plan would provide necessary updates to the existing Airport Layout Plan (ALP).

The March Inland Port Airport Authority operates part of a joint use airport in partnership with the March Air Reserve Base (MARB). The Air Force Reserve owns and operates flying facilities while MIPAA owns and manages two airport parcels known as Parcel D-1 and Parcel D-2 on the southerly end of the main runway. Under a Joint Use Agreement (JUA) with the base, MIPAA utilizes the military field runways and taxiways for civil and commercial aeronautical activities.

RIV's previous ACIP projects are reflected within the current 2019 ALP. Infrastructure identified in the past two ACIP cycles included planning, environmental, design and construction of new commercial apron infrastructure. In 2020, the March JPA entered into an exclusive negotiation agreement with a third-party developer for the design and development of an air cargo facility within the northerly portion of Parcel D-1 that includes areas that were previously envisioned for two commercial aprons. These aprons were identified in the 2019 ALP and were listed in previous ACIPs. It is anticipated that with the new public-private partnership on Parcel D-1 that apron improvements identified within the 2019 ALP, as Apron Project #1 and Apron Project #2, would be removed from future ACIPs.

Consequently, the new master plan would allow MIPAA to update its ALP and define potential near-term projects and accommodate forecasted commercial operations, to include future airline passenger activity. While an ENA exists within MIPAA's Parcel D-1, a private development has not yet been finalized and as such this ACIP would continue to assume two new apron projects within D-1.

The Master Plan will include standard FAA elements that include, but are not limited to, Existing Conditions/Inventory; Forecasts of Aviation Demands; Land Use Planning, Alternative Developments and Evaluations; Environmental Inventory and Review; etc. (Master Plan grant #3060201152021).

The Master Plan budget in FY2023 is \$762,000. The Federal obligation covers 100 percent of Master Plan costs and reflects the Sponsor's available entitlements. This planning effort does not require federal discretionary funds. On April 28, 2020 the Sponsor selected a consultant for master planning efforts and an Independent Fee Estimate (IFE) was obtained as required. The required environmental notification requesting a CATEX under FAA Order 1050.1F, Paragraph 5-6.1(o) was sent via email to Gail Campos on October 30, 2020.

PROJECT JUSTIFICATION:

More than 10 million square feet of commerce and logistics facilities exist within a ten (10) mile radius of RIV. As the administrator of Foreign Trade Zone (FTZ) #244, March JPA manages the fourth (4th) largest FTZ in California which moves more than \$2 billion worth of goods in and out of the region. Benefits offered by the FTZ are of great interest to local importers and exporters. Cities such as Banning, Beaumont, Menifee and Lake Elsinore continue to request inclusion within FTZ #244 boundaries. Increased commerce based activities within the region is introducing opportunities for new hangar facilities at RIV to accommodate goods movement through air services.

Fortune 500 companies such as Amazon continue to grow their footprint in western Riverside County and near the airport. In 2018, Amazon leased a 200,000 square foot sorting facility on airport property and began operating Prime Air at RIV. During COVID-19, the demand for goods and services accelerated the need for additional e-commerce centers in the region and, in turn, increased the demand for air services at RIV. In addition to Amazon, the United Parcel Service (UPS) also utilizes RIV for their December peak operations. UPS is planning more consistent and ongoing operations at RIV in the coming years. A local export company (IHerb) ships approximately 18 containers a week to Los Angeles through international air cargo carriers. Freight forwarders continue to be critical facilitators of air cargo shipments to and from the Pacific Rim. Subsequently, and to help expand RIV's footprint within the Inland Empire, MIPAA staff are in discussions with San Bernadino International Airport (SBI) staff regarding locating a customs officer to the IE to serve the two FTZs that cover the larger Riverside and San Bernardino County areas.

BENEFIT DERIVED FROM PROJECT:

The master plan is a planning and feasibility study that would establish a long-term (20 years) vision plan for RIV with near-term project goals outlining the successful implementation of the master plan. The RIV Master Plan would provide necessary updates to the existing Airport Layout Plan (ALP). The FAA's National Plan of Integrated Airport Systems (NPIAS) identifies RIV as a reliever to Southern California's Projected growth as also indicated in the FAA's "Capacity Needs of the National Airspace System 2007-2025" document. RIV is a key asset in Southern California's airports system. The master plan will ensure accommodation of short and long-term demands while meeting the intentions of NPIAS.

Additional Information:

This Project is an integral facet of improving airport capacity and development opportunities as RIV continues to support economic growth in the region.

Fiscal Year 2023

CONDUCT PLANNING OF A PAVEMENT MANAGEMENT PROGRAM (CURRENT YEAR PLANNING)

PROJECT DESCRIPTION:

Conduct planning and development of a Pavement Management Program (PMP).

March Inland Port Airport will develop a comprehensive PMP in concurrence with its Master Plan. The PMP will be developed under Federal Aviation Administration (FAA) guidelines consistent with AC 150/5380-7B Airport Pavement Management Program (PMP).

The PMP is a set of defined procedures for collecting, analyzing, maintaining, and reporting pavement data. A PMP assists airports in finding optimum strategies for maintaining pavements in a safe serviceable condition over a given period for the least cost. The PMP will take into account not only inspection procedures and condition assessment, maintenance protocols and procedures, management and oversight of completed works, but also staff competence needs.

The cost to conduct development of the PMP in FY2023 is \$94,000 and included within the Master Plan grant (#30602010152021). The Federal obligation covers 100 percent of PMP costs and reflects the Sponsor's available entitlements.

PROJECT JUSTIFICATION:

Historically, some airport sponsors have made decisions about pavement Maintenance and Rehabilitation (M&R) based on immediate need rather than long-term planning or documented data on effective M&R methods. This approach did not allow the airport sponsor to evaluate the cost effectiveness of alternative M&R strategies, and it led to the inefficient use of available M&R funds.

Every airport sponsor needs to decide the most cost-effective way to allocate available funds. This was typically administered based on either experience or the evaluation of existing pavement conditions. Using the experience approach, the airport staff applies M&R procedures which their experience indicates is the best solution for the problem. This approach results in the repeated application of a few select alternatives which may not lead to a preferred rehabilitation strategy, considering pavement performance and life-cycle cost. Using the existing condition approach, the pavement network is evaluated by its condition indicators. M&R alternatives, based on these indicators, are chosen based solely on the condition of the pavement, which may not be the most efficient alternative, and does not take into account life-cycle cost comparisons between M&R alternatives.

RIV's proposed PMP will consider a cost-effective approach and take into account the life-cycle of existing pavements and provide staff with effective analytical tools to make informed decisions and have available a comprehensive PMP moving forward.

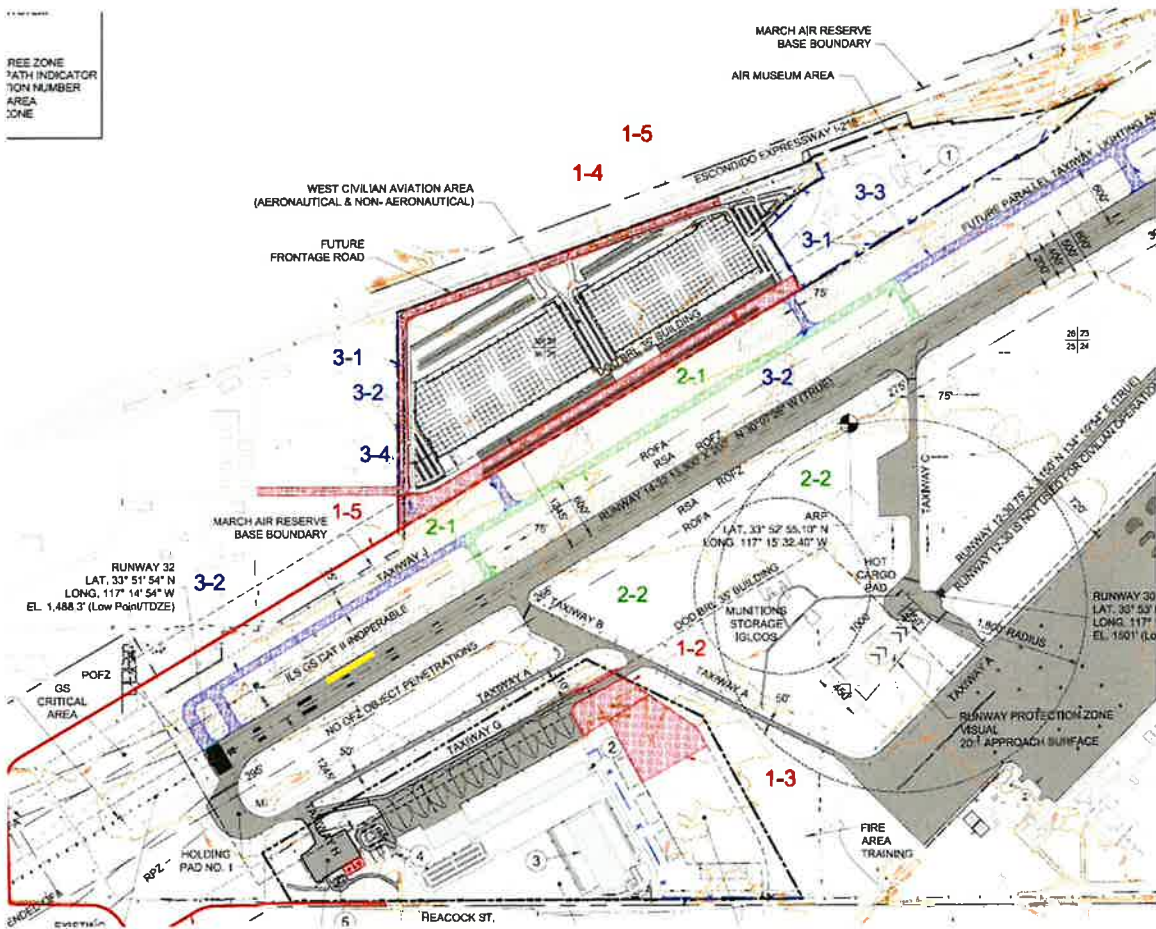
BENEFIT DERIVED FROM PROJECT:

The implementation of a pavement management program (PMP) is a key component of meeting master plan goals and establishing a sustainable airport. Having a PMP in place supports decision-making processes for airport operations, allows for feedback on project improvements and ensures that projects align with overall organizational goals for the airport. Additionally, the results of the PMP will drive future ACIPs and the results will identify priority rehabilitation/replacement projects that will be consistent with the new ALP.

Additional Information:

This Project is an integral facet of improving airport capacity and development opportunities as RIV continues to support economic growth in the region.

SITEMAP (PMP)



Fiscal Year 2024
CONDUCT ENVIRONMENTAL FOR PROPOSED APRON
PROJECT #1 DERIVED FROM THE 2023 MASTER PLAN
(Environmental)

PROJECT DESCRIPTION:

Consider the impacts of proposed improvement and prepare necessary environmental documents under NEPA for a new apron project derived from the master planning effort in 2023. Consider State and Local CEQA level environmental documents (no FAA grant issued for CEQA but costs are reimbursable after Project is constructed using available entitlements).

Environmental review, document preparation and public review of multiple phases of construction for an aviation apron located on Parcel D-1 and as further to be determined in the 2023 master plan. Size, scope and location to be identified in the upcoming 2023 ALP Update.

PROJECT JUSTIFICATION:

The Sponsor has initiated a Master Plan for RIV for completion in 2023. Projects determined in the 2023 Master Plan will be included in an updated APL in 2023.

The Sponsor's current ALP illustrates two (2) apron projects within Parcel D-1 and as identified FY2020 ACIP. Infrastructure identified in the past two ACIP cycles included planning, environmental, design and construction of new commercial apron infrastructure. In 2020, the March JPA entered into an exclusive negotiation agreement with a third-party developer for the design and development of an air cargo facility within the northerly portion of Parcel D-1 that includes areas that were previously envisioned for two commercial aprons. It is anticipated that with the new public-private partnership on Parcel D-1 that apron improvements identified within the 2019 ALP, as Apron Project #1 and Apron Project #2, would be removed from future ACIPs.

Consequently, the new master plan would allow MIPAA to update its ALP and define potential near-term projects and accommodate forecasted commercial operations, to include future airline passenger activity. While an ENA exists within MIPAA's Parcel D-1, a private development has not yet been finalized and as such this ACIP would continue to assume two new apron projects within D-1.

Current commercial aircraft parking apron assets are fully consumed by aviation users at this time. Additional apron areas are necessary to accommodate growth and demand. Apron Projects (#1) and (#2) are inserted into RIV's 5-year ACIP as probable infrastructure needs as derived from the Master Plan and updated ALP of 2023. The Sponsor will identify the aprons in the Master Plan and be depicted in the 2023 ALP update.

For planning purposes, the total cost to conduct environmental review and document preparation of Apron Project #1 is estimated at approximately \$400,000. The Federal share is \$360,000 (**Sponsor BIL/AIG entitlements available**) and Sponsor share is \$40,000. The total cost in FY2026 to conduct design of Apron Project #1 is estimated at \$325,000.

The Federal share is \$292,000 (**Sponsor entitlement available \$255,000 non-primary and \$37,000 in BIL/AIG funds**) and Sponsor share is \$33,000. The total cost in FY2027 to construct Apron Project #1 is estimated at \$6,350,000. The Federal share is \$5,719,000 (**\$5,066,000 available Sponsor entitlements and \$649,00 discretionary**) and Sponsor share is \$635,000.

BENEFIT DERIVED FROM PROJECT:

The proposed Apron #1 project will provide RIV with additional Group IV aircraft parking capacity for our current air carriers offering dual use for both commercial and GA operators. This Project would aid in keeping the airport financially sustainable from new asset user revenues.

More than 10 million square feet of commerce and logistics facilities exist within a ten (10) mile radius of RIV. As the administrator of Foreign Trade Zone (FTZ) #244, March JPA manages the fourth (4th) largest FTZ in California which moves more than \$2 billion worth of goods in and out of the region. Benefits offered by the FTZ are of great interest to local importers and exporters. Cities such as Banning, Beaumont, Menifee and Lake Elsinore continue to request inclusion within FTZ #244 boundaries. Increased commerce-based activities within the region is introducing opportunities for new hangar facilities at RIV to accommodate goods movement through air services.

Fortune 500 companies such as Amazon continue to grow their footprint in western Riverside County and near the airport. In 2018, Amazon leased a 200,000 square foot sorting facility on airport property and began operating Prime Air at RIV. During COVID-19, the demand for goods and services accelerated the need for additional e-commerce centers in the region and, in turn, increased the demand for air services at RIV. In addition to Amazon, the United Parcel Service (UPS) also utilizes RIV for their December peak operations. UPS is planning more consistent and ongoing operations at RIV in the coming years. A local export company (IHerb) ships approximately 18 containers a week to Los Angeles through international air cargo carriers. Freight forwarders continue to be critical facilitators of air cargo shipments to and from the Pacific Rim. Subsequently, and to help expand RIV's footprint within the Inland Empire, MIPAA staff are in discussions with San Bernadino International Airport (SBI) staff regarding locating a customs officer to the IE to serve the two FTZs that cover the larger Riverside and San Bernardino County areas.

BENEFIT DERIVED FROM PROJECT:

This Planning Project paves the way to support growth and demand. Furthermore, the FAA's National Plan of Integrated Airport Systems (NPIAS) identifies RIV as a reliever to Southern California's Projected growth as also indicated in the FAA's "Capacity Needs of the National Airspace System 2007-2025" document. RIV is a key asset in Southern California's airports system. These improvements will ensure accommodation of short and long-term demands while meeting the intentions of NPIAS.

Additional Information:

This Project is an integral facet of airport capacity and development as it supports aircraft circulation improvements, landside development consisting of warehouses, terminals and hangars and aids the Sponsor's desire to maintain financial sustainability.

Fiscal Year 2025
GENERAL AVIATION AIRCRAFT STORAGE HANGAR
(CEQA Reimbursement)

PROJECT DESCRIPTION:

In 2016, The FAA denied funding of an ACIP Project consisting of the construction of a 20,000 square-foot clear span or two 10,000 square foot general aviation storage hangar adjacent to the new general aviation terminal and apron. The Project was considered in the environmental documents (EA/EIR) for the General Aviation (GA) Facilities Project in FY 2014. The hangar foundations were graded and prepared as part of the GA Facilities Project.

Since the denial of CIP discretionary or MAP funds to construct the hangar facility, the Sponsor has had to seek private investment. When the hangar facilities are constructed, the Sponsor will seek reimbursement of the federal share of costs associated with the CEQA review conducted in 2014.

It is anticipated that a private developer will construct the hangar/s in FY 2023 or FY2024. Once the Project is complete, the Sponsor will seek CEQA EIR cost reimbursement from available entitlements or available BIL/AIG funds.

PROJECT JUSTIFICATION:

Sponsor seeks reimbursement for CEQA costs they have carried since 2014. Sponsor will apply for the federal portion of costs associated with the CEQA EIR preparation equal to \$176,000 (90% of total cost for services). Those cost are reimbursable after construction is complete. Furthermore, CEQA costs may only be reimbursed with available entitlement funds or other recovery grants. The Sponsor will have available entitlement funds and/or BIL/AIG funds for reimbursement in FY2025.

More than 10 million square feet of commerce and logistics facilities exist within a ten (10) mile radius of RIV. As the administrator of Foreign Trade Zone (FTZ) #244, March JPA manages the fourth (4th) largest FTZ in California which moves more than \$2 billion worth of goods in and out of the region. Benefits offered by the FTZ are of great interest to local importers and exporters. Cities such as Banning, Beaumont, Menifee and Lake Elsinore continue to request inclusion within FTZ #244 boundaries. Increased commerce-based activities within the region is introducing opportunities for new hangar facilities at RIV to accommodate goods movement through air services.

Fortune 500 companies such as Amazon continue to grow their footprint in western Riverside County and near the airport. In 2018, Amazon leased a 200,000 square foot sorting facility on airport property and began operating Prime Air at RIV. During COVID-19, the demand for goods and services accelerated the need for additional e-commerce centers in the region and, in turn, increased the demand for air services at RIV. In addition to Amazon, the United Parcel Service (UPS) also utilizes RIV for their December peak operations. UPS is planning more consistent and ongoing operations at RIV in the coming

years. A local export company (IHerb) ships approximately 18 containers a week to Los Angeles through international air cargo carriers. Freight forwarders continue to be critical facilitators of air cargo shipments to and from the Pacific Rim. Subsequently, and to help expand RIV's footprint within the Inland Empire, MIPAA staff are in discussions with San Bernadino International Airport (SBI) staff regarding locating a customs officer to the IE to serve the two FTZs that cover the larger Riverside and San Bernardino County areas.

BENEFIT DERIVED FROM PROJECT:

This Project will provide the public with appropriate hangar facilities for those who seek additional protection from weather elements. This Project will aid the airport's effort to become financially sustainable and potentially support an aviation service tenant.

Additional Information:

This Project is an integral facet of improving airport capacity and development opportunities as RIV continues to support economic growth in the region.

Fiscal Year 2025
CONDUCT ENVIRONMENTAL FOR APRON PROJECT #2
DERIVED FROM THE 2023 MASTER PLAN
(Environmental)

PROJECT DESCRIPTION:

Consider the impacts of proposed improvement and prepare necessary environmental documents under NEPA for a new apron project derived from the master planning effort in 2023. Consider State and Local CEQA level environmental documents (no FAA grant but reimbursable after Project is constructed using available entitlements).

Environmental review, document preparation and public review of multiple phases of construction for an aviation apron located on Parcel D-1 and as further to be determined in the 2023 Master plan. Size, scope and location to be identified in the upcoming 2023 ALP Update.

PROJECT JUSTIFICATION:

The Sponsor has completed all airport required aviation facilities, asset rehabilitations and security Projects. The Sponsor will initiate a Master Plan for RIV in FY2023. Projects determined in the FY2023 Master Plan will be included in an updated APL in FY2023.

The Sponsor did in fact have (2) two apron projects identified in its ACIP in FY2020, however, a private developer initiated a project application to construct a 200,000 square foot air cargo facility on the same property. The private developer will conduct environmental, design and construction of the aprons identified in RIV's previous ACIP.

The new opportunity for private development eliminated FAA funding of planning, environmental, design and construction of the Projects identified in RIV's 5-year ACIPs; as submitted to the FAA in January 2020. Consequently, the Sponsor has been funded by FAA grant #30602010152021 to conduct a Master Plan and ALP update in FY2023. That effort is currently underway. The projects are justified by capacity demands. Current commercial aircraft parking apron assets are fully consumed by aviation users at this time. Additional apron areas are necessary to accommodate growth and demand.

Therefore, Apron Projects (#1) and (#2) are inserted into RIV's 5-year ACIP as probable infrastructure needs as derived from the Master Plan and updated ALP of 2023. RIV is unable to identify the locations of the proposed new aprons at this time. The Sponsor will identify the aprons in the Master Plan and be depicted in the 2023 ALP update.

The total cost to conduct environmental review and document preparation of Apron Project #2 is estimated at approximately \$400,000. The Federal share is \$360,000 (**Sponsor BIL/AIG entitlements available**) and Sponsor share is \$40,000. The total cost in FY2027 to conduct design of Apron Project #2 is estimated at \$400,000. The Federal share is \$360,000 (**discretionary request**) and Sponsor share is \$40,000. The total cost in FY2028 to construct Apron Project #2 is estimated at \$3,500,000. The Federal share is \$3,150,000 (**\$176,000 available Sponsor entitlements and \$2,974,000 in discretionary**) and Sponsor share is \$350,000.

BENEFIT DERIVED FROM PROJECT:

This Projects will provide RIV pavement in open fillets to support Apron Project #1. Paving existing fillets will make better use of Project #1 and the existing GA apron. This Project offers dual use by both commercial and GA operators. This Project will aid in keeping the airport financially sustainable from additional user revenues from the new asset.

More than 10 million square feet of commerce and logistics facilities exist within a ten (10) mile radius of RIV. As the administrator of Foreign Trade Zone (FTZ) #244, March JPA manages the fourth (4th) largest FTZ in California which moves more than \$2 billion worth of goods in and out of the region. Benefits offered by the FTZ are of great interest to local importers and exporters. Cities such as Banning, Beaumont, Menifee and Lake Elsinore continue to request inclusion within FTZ #244 boundaries. Increased commerce-based activities within the region is introducing opportunities for new hangar facilities at RIV to accommodate goods movement through air services.

Fortune 500 companies such as Amazon continue to grow their footprint in western Riverside County and near the airport. In 2018, Amazon leased a 200,000 square foot sorting facility on airport property and began operating Prime Air at RIV. During COVID-19, the demand for goods and services accelerated the need for additional e-commerce centers in the region and, in turn, increased the demand for air services at RIV. In addition to Amazon, the United Parcel Service (UPS) also utilizes RIV for their December peak operations. UPS is planning more consistent and ongoing operations at RIV in the coming years. A local export company (IHerb) ships approximately 18 containers a week to Los Angeles through international air cargo carriers. Freight forwarders continue to be critical facilitators of air cargo shipments to and from the Pacific Rim. Subsequently, and to help expand RIV's footprint within the Inland Empire, MIPAA staff are in discussions with San Bernadino International Airport (SBI) staff regarding locating a customs officer to the IE to serve the two FTZs that cover the larger Riverside and San Bernardino County areas.

BENEFIT DERIVED FROM PROJECT:

This Planning Project paves the way to support growth and demand. Furthermore, the FAA's National Plan of Integrated Airport Systems (NPIAS) identifies RIV as a reliever to Southern California's Projected growth as also indicated in the FAA's "Capacity Needs of the National Airspace System 2007-2025" document. RIV is a key asset in Southern California's airports system. These improvements will ensure accommodation of short and long-term demands while meeting the intentions of NPIAS.

Additional Information:

This Project is an integral facet of airport capacity and development as it supports aircraft circulation improvements, landside development consisting of warehouses, terminals and hangars and aids the Sponsors desire to maintain financial sustainability.

Fiscal Year 2026
CONDUCT DESIGN OF APRON PROJECT #1 DERIVED FROM
THE 2023 MASTER PLAN
(Design)

PROJECT DESCRIPTION:

Conduct design of Apron Project #1 and prepare specifications and bid documents for construction of Project.

Planning and environmental will have been conducted prior to design of the Project.

PROJECT JUSTIFICATION:

The Sponsor has completed all airport required aviation facilities, asset rehabilitations and security Projects. The Sponsor will initiate a Master Plan for RIV in FY2023. Projects determined in the FY2023 Master Plan will be included in an updated APL in FY2023.

The Sponsor did in fact have (2) two apron projects identified in its ACIP in FY2020, however, a private developer initiated a project application to construct a 200,000 square foot air cargo facility on the same property. The private developer with conduct environmental, design and construction of the aprons identified in RIV's previous ACIP.

The new opportunity for private development eliminated FAA funding of planning, environmental, design and construction of the Projects identified in RIV's 5-year ACIPs; as submitted to the FAA in January 2020. Consequently, the Sponsor has been funded by FAA grant #30602010152021 to conduct a Master Plan and ALP update in FY2023. That effort is currently underway. The projects are justified by capacity demands. Current commercial aircraft parking apron assets are fully consumed by aviation users at this time. Additional apron areas are necessary to accommodate growth and demand.

Therefore, Apron Projects (#1) and (#2) are inserted into RIV's 5-year ACIP as probable infrastructure needs as derived from the Master Plan and updated ALP of 2023. RIV is unable to identify the locations of the proposed new aprons at this time. The Sponsor will identify the aprons in the Master Plan and be depicted in the 2023 ALP update.

The total cost to conduct environmental review and document preparation of Apron Project #1 is estimated at approximately \$400,000. The Federal share is \$360,000 (**Sponsor BIL/AIG entitlements available**) and Sponsor share is \$40,000. The total cost in FY2026 to conduct design of Apron Project #1 is estimated at \$325,000. The Federal share is \$292,000 (**Sponsor entitlement available 255K non-primary and 37K in BIL/AIG funds**) and Sponsor share is \$33,000. The total cost in FY2027 to construct Apron Project #1 is estimated at \$6,350,000. The Federal share is \$5,719,000 (**\$5,066,000 available Sponsor entitlements and \$649,00 discretionary**) and Sponsor share is \$635,000.

BENEFIT DERIVED FROM PROJECT:

This Projects will provide RIV with additional Group IV aircraft parking capacity for our current air carriers and might be developed adjacent to the existing General Aviation (GA) apron (Master Plan 2023 outcome) offering dual use for both commercial and GA operators. This Project will aid in keeping the airport financially sustainable from new asset user revenues.

Extensive warehouse, logistics and distribution facilities are being realized around the airport. RIV is working with brokers and 3PL's to meet the needs of Asia importer/exporter needs. RIV is a Foreign Trade Zone. The benefits of the FTZ have become of great interest to local importer/exporters. An expressed interest to utilize March for Pacific Rim scheduled cargo flights requires aviation facilities to serve the needs of this expanding logistics/distribution region. Additionally, an influx of interest for hangar facilities initiates the need for apron areas for the planned hangar development Projects. Corporate activity has increase at RIV directly related to the growth around RIV. This asset, as mentioned, could support the increased corporate jet activity if apron is placed adjacent to the existing GA apron of only 150,000 sf. The 2023 Master Plan will determine highest and best uses of available undeveloped assets for future aprons.

Fortune 500 companies such as Amazon continue to grow their footprint in western Riverside County and near the airport. In 2018, Amazon leased a 200,000 square foot sorting facility on airport property and began operating Prime Air at RIV. During COVID-19, the demand for goods and services accelerated the need for additional e-commerce centers in the region and, in turn, increased the demand for air services at RIV. In addition to Amazon, the United Parcel Service (UPS) also utilizes RIV for their December peak operations. UPS is planning more consistent and ongoing operations at RIV in the coming years. A local export company (IHerb) ships approximately 18 containers a week to Los Angeles through international air cargo carriers. Freight forwarders continue to be critical facilitators of air cargo shipments to and from the Pacific Rim. Subsequently, and to help expand RIV's footprint within the Inland Empire, MIPAA staff are in discussions with San Bernadino International Airport (SBI) staff regarding locating a customs officer to the IE to serve the two FTZs that cover the larger Riverside and San Bernardino County areas.

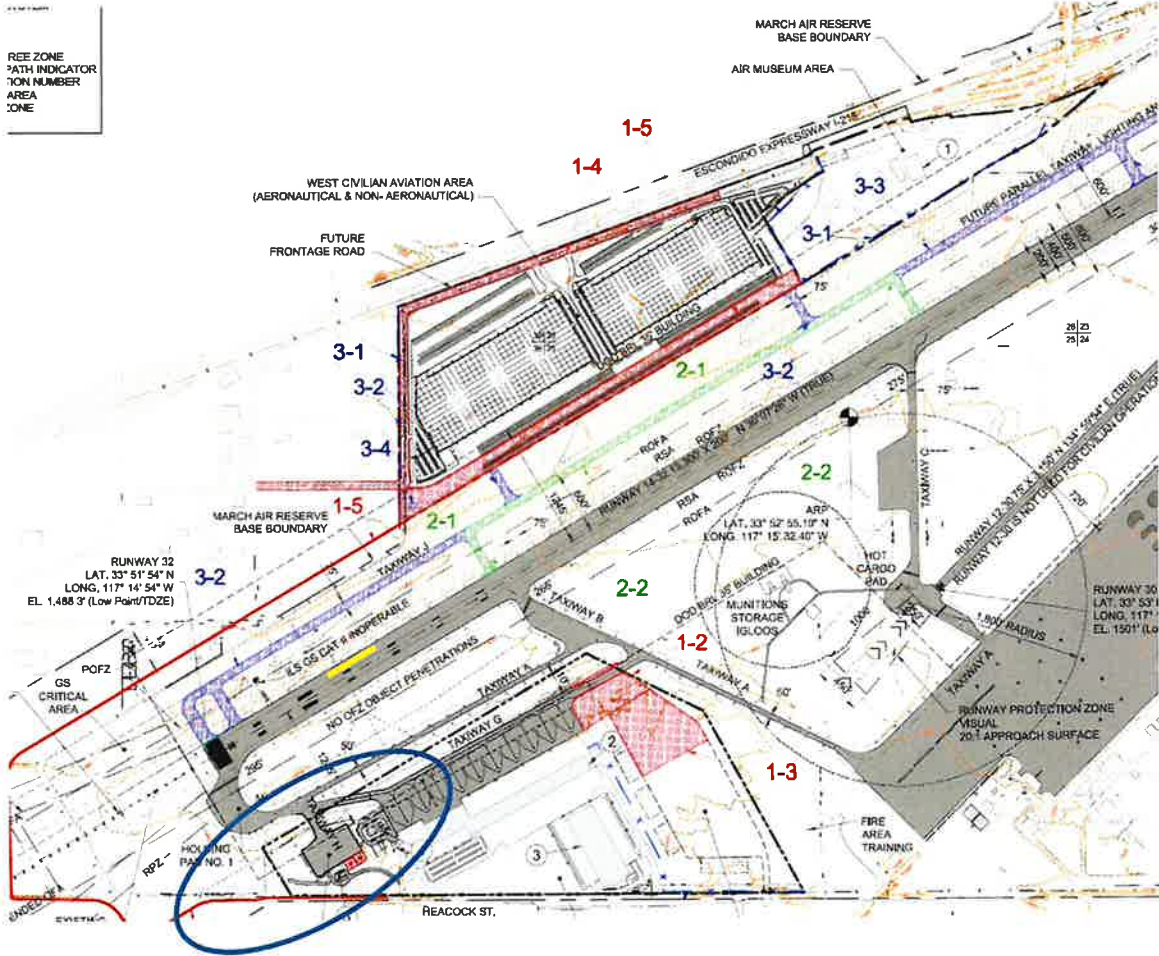
BENEFIT DERIVED FROM PROJECT:

This Planning Project paves the way to support growth and demand. Furthermore, the FAA's National Plan of Integrated Airport Systems (NPIAS) identifies RIV as a reliever to Southern California's Projected growth as also indicated in the FAA's "Capacity Needs of the National Airspace System 2007-2025" document. RIV is a key asset in Southern California's airports system. These improvements will ensure accommodation of short and long-term demands while meeting the intentions of NPIAS.

Additional Information:

This Project is an integral facet of airport capacity and development as it supports aircraft circulation improvements, landside development consisting of warehouses, terminals and hangars and aids the Sponsors desire to maintain financial sustainability.

SITEMAP



Fiscal Year 2027
CONDUCT CONSTRUCTION OF APRON PROJECT #1 DERIVED
FROM THE 2023 MASTER PLAN
(Construct)

PROJECT DESCRIPTION:

Construct Apron Project #1. Planning, environmental and design will have been conducted prior to construction of the Project.

PROJECT JUSTIFICATION:

The Sponsor has completed all airport required aviation facilities, asset rehabilitations and security Projects. The Sponsor will initiate a Master Plan for RIV in FY2023. Projects determined in the FY2023 Master Plan will be included in an updated APL in FY2023.

The Sponsor did in fact have (2) two apron projects identified in its ACIP in FY2020, however, a private developer initiated a project application to construct a 200,000 square foot air cargo facility on the same property. The private developer will conduct environmental, design and construction of the aprons identified in RIV's previous ACIP.

The new opportunity for private development eliminated FAA funding of planning, environmental, design and construction of the Projects identified in RIV's 5-year ACIPs; as submitted to the FAA in January 2020. Consequently, the Sponsor has been funded by FAA grant #30602010152021 to conduct a Master Plan and ALP update in FY2023. That effort is currently underway. The projects are justified by capacity demands. Current commercial aircraft parking apron assets are fully consumed by aviation users at this time. Additional apron areas are necessary to accommodate growth and demand.

Therefore, Apron Projects (#1) and (#2) are inserted into RIV's 5-year ACIP as probable infrastructure needs as derived from the Master Plan and updated ALP of 2023. RIV is unable to identify the locations of the proposed new aprons at this time. The Sponsor will identify the aprons in the Master Plan and be depicted in the 2023 ALP update.

The total cost to conduct environmental review and document preparation of Apron Project #1 is estimated at approximately \$400,000. The Federal share is \$360,000 (**Sponsor BIL/AIG entitlements available**) and Sponsor share is \$40,000. The total cost in FY2026 to conduct design of Apron Project #1 is estimated at \$325,000. The Federal share is \$292,000 (**Sponsor entitlement available 255K non-primary and 37K in BIL/AIG funds**) and Sponsor share is \$33,000. The total cost in FY2027 to construct Apron Project #1 is estimated at \$6,350,000. The Federal share is \$5,719,000 (**\$5,066,000 available Sponsor entitlements and \$649,00 discretionary**) and Sponsor share is \$635,000.

BENEFIT DERIVED FROM PROJECT:

This Projects will provide RIV with additional Group IV aircraft parking capacity for our current air carriers and might be developed adjacent to the existing General Aviation (GA) apron (Master Plan 2023 outcome) offering dual use for both commercial and GA

operators. This Project will aid in keeping the airport financially sustainable from new asset user revenues.

More than 10 million square feet of commerce and logistics facilities exist within a ten (10) mile radius of RIV. As the administrator of Foreign Trade Zone (FTZ) #244, March JPA manages the fourth (4th) largest FTZ in California which moves more than \$2 billion worth of goods in and out of the region. Benefits offered by the FTZ are of great interest to local importers and exporters. Cities such as Banning, Beaumont, Menifee and Lake Elsinore continue to request inclusion within FTZ #244 boundaries. Increased commerce-based activities within the region is introducing opportunities for new hangar facilities at RIV to accommodate goods movement through air services.

Fortune 500 companies such as Amazon continue to grow their footprint in western Riverside County and near the airport. In 2018, Amazon leased a 200,000 square foot sorting facility on airport property and began operating Prime Air at RIV. During COVID-19, the demand for goods and services accelerated the need for additional e-commerce centers in the region and, in turn, increased the demand for air services at RIV. In addition to Amazon, the United Parcel Service (UPS) also utilizes RIV for their December peak operations. UPS is planning more consistent and ongoing operations at RIV in the coming years. A local export company (IHerb) ships approximately 18 containers a week to Los Angeles through international air cargo carriers. Freight forwarders continue to be critical facilitators of air cargo shipments to and from the Pacific Rim. Subsequently, and to help expand RIV's footprint within the Inland Empire, MIPAA staff are in discussions with San Bernadino International Airport (SBI) staff regarding locating a customs officer to the IE to serve the two FTZs that cover the larger Riverside and San Bernardino County areas.

BENEFIT DERIVED FROM PROJECT:

This Planning Project paves the way to support growth and demand. Furthermore, the FAA's National Plan of Integrated Airport Systems (NPIAS) identifies RIV as a reliever to Southern California's Projected growth as also indicated in the FAA's "Capacity Needs of the National Airspace System 2007-2025" document. RIV is a key asset in Southern California's airports system. These improvements will ensure accommodation of short and long-term demands while meeting the intentions of NPIAS.

Additional Information:

This Project is an integral facet of airport capacity and development as it supports aircraft circulation improvements, landside development consisting of warehouses, terminals and hangars and aids the Sponsors desire to maintain financial sustainability.

Fiscal Year 2027
CONDUCT DESIGN FOR APRON PROJECT #2 DERIVED FROM
THE 2023 MASTER PLAN
(Design)

PROJECT DESCRIPTION:

Conduct design of Apron Project #2 and prepare specifications and bid documents for construction of Project.

Planning and environmental will have been conducted prior to design of the Project.

PROJECT JUSTIFICATION:

The Sponsor has completed all airport required aviation facilities, asset rehabilitations and security Projects. The Sponsor will initiate a Master Plan for RIV in FY2023. Projects determined in the FY2023 Master Plan will be included in an updated APL in FY2023.

The Sponsor did in fact have (2) two apron projects identified in its ACIP in FY2020, however, a private developer initiated a project application to construct a 200,000 square foot air cargo facility on the same property. The private developer will conduct environmental, design and construction of the aprons identified in RIV's previous ACIP.

The new opportunity for private development eliminated FAA funding of planning, environmental, design and construction of the Projects identified in RIV's 5-year ACIPs; as submitted to the FAA in January 2020. Consequently, the Sponsor has been funded by FAA grant #30602010152021 to conduct a Master Plan and ALP update in FY2023. That effort is currently underway. The projects are justified by capacity demands. Current commercial aircraft parking apron assets are fully consumed by aviation users at this time. Additional apron areas are necessary to accommodate growth and demand.

Therefore, Apron Projects (#1) and (#2) are inserted into RIV's 5-year ACIP as probable infrastructure needs as derived from the Master Plan and updated ALP of 2023. RIV is unable to identify the locations of the proposed new aprons at this time. The Sponsor will identify the aprons in the Master Plan and be depicted in the 2023 ALP update.

The total cost to conduct environmental review and document preparation of Apron Project #2 is estimated at approximately \$400,000. The Federal share is \$360,000 (**Sponsor BIL/AIG entitlements available**) and Sponsor share is \$40,000. The total cost in FY2027 to conduct design of Apron Project #2 is estimated at \$400,000. The Federal share is \$360,000 (**discretionary request**) and Sponsor share is \$40,000. The total cost in FY2028 to construct Apron Project #2 is estimated at \$3,500,000. The Federal share is \$3,150,000 (**\$176,000 available Sponsor entitlements and \$2,974,000 in discretionary**) and Sponsor share is \$350,000.

BENEFIT DERIVED FROM PROJECT:

This Projects will provide RIV pavement in open fillets to support Apron Project #1. Paving existing fillets will make better use of Project #1 and the existing GA apron. This Project offers dual use by both commercial and GA operators. This Project will aid in keeping the airport financially sustainable from additional user revenues from the new asset.

More than 10 million square feet of commerce and logistics facilities exist within a ten (10) mile radius of RIV. As the administrator of Foreign Trade Zone (FTZ) #244, March JPA manages the fourth (4th) largest FTZ in California which moves more than \$2 billion worth of goods in and out of the region. Benefits offered by the FTZ are of great interest to local importers and exporters. Cities such as Banning, Beaumont, Menifee and Lake Elsinore continue to request inclusion within FTZ #244 boundaries. Increased commerce-based activities within the region is introducing opportunities for new hangar facilities at RIV to accommodate goods movement through air services.

Fortune 500 companies such as Amazon continue to grow their footprint in western Riverside County and near the airport. In 2018, Amazon leased a 200,000 square foot sorting facility on airport property and began operating Prime Air at RIV. During COVID-19, the demand for goods and services accelerated the need for additional e-commerce centers in the region and, in turn, increased the demand for air services at RIV. In addition to Amazon, the United Parcel Service (UPS) also utilizes RIV for their December peak operations. UPS is planning more consistent and ongoing operations at RIV in the coming years. A local export company (IHerb) ships approximately 18 containers a week to Los Angeles through international air cargo carriers. Freight forwarders continue to be critical facilitators of air cargo shipments to and from the Pacific Rim. Subsequently, and to help expand RIV's footprint within the Inland Empire, MIPAA staff are in discussions with San Bernadino International Airport (SBI) staff regarding locating a customs officer to the IE to serve the two FTZs that cover the larger Riverside and San Bernardino County areas.

BENEFIT DERIVED FROM PROJECT:

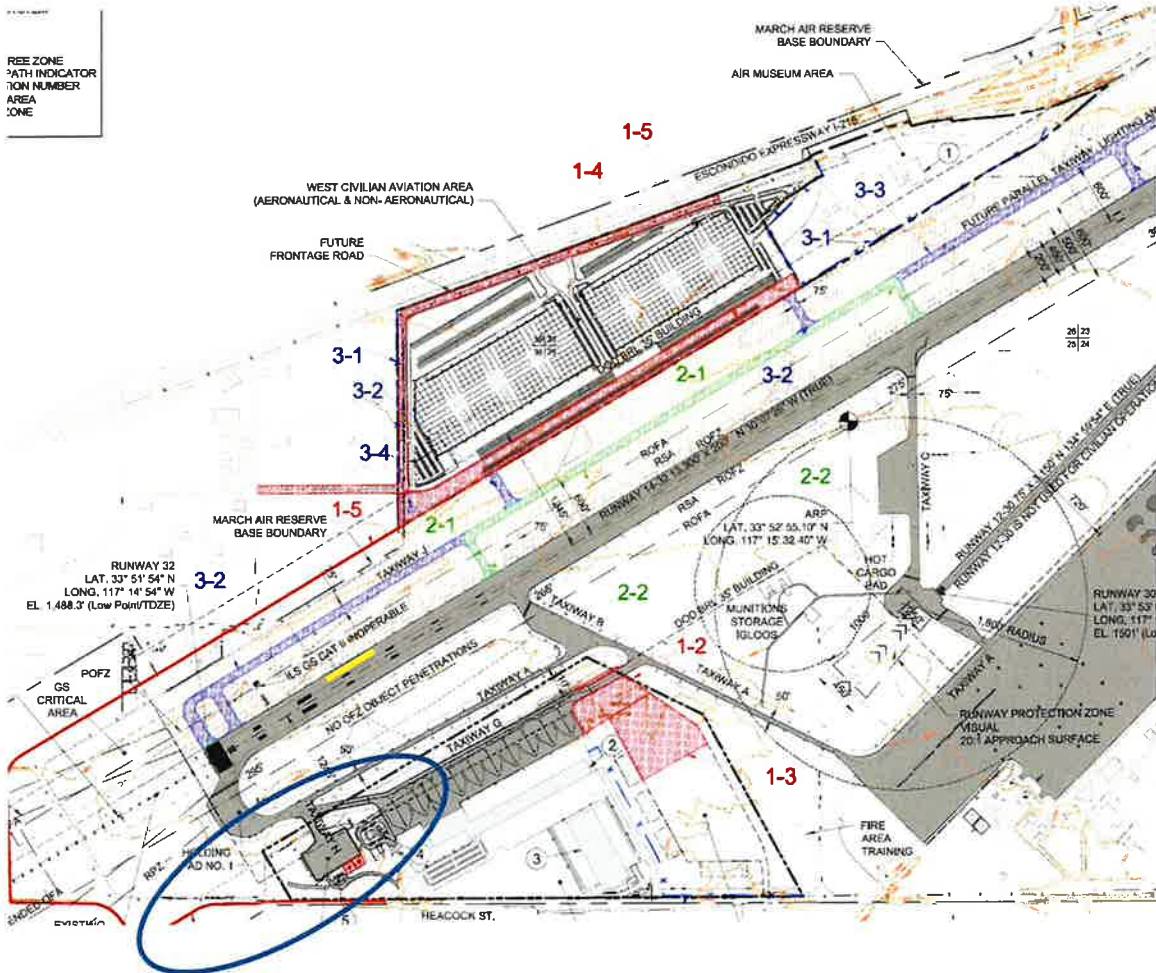
This Planning Project paves the way to support growth and demand. Furthermore, the FAA's National Plan of Integrated Airport Systems (NPIAS) identifies RIV as a reliever to Southern California's Projected growth as also indicated in the FAA's "Capacity Needs of the National Airspace System 2007-2025" document. RIV is a key asset in Southern California's airports system. These improvements will ensure accommodation of short and long-term demands while meeting the intentions of NPIAS.

Additional Information:

This Project is an integral facet of airport capacity and development as it supports aircraft circulation improvements, landside development consisting of warehouses, terminals and hangars and aids the Sponsors desire to maintain financial sustainability.

SITEMAP

(APRON Project #1)



Fiscal Year 2028
CONDUCT CONSTRUCTION FOR APRON PROJECT #2
DERIVED FROM THE 2023 MASTER PLAN
(Construct)

PROJECT DESCRIPTION:

Construct Apron Project #2. Planning, environmental and design will have been conducted prior to construction of the Project.

PROJECT JUSTIFICATION:

The Sponsor has completed all airport required aviation facilities, asset rehabilitations and security Projects. The Sponsor will initiate a Master Plan for RIV in FY2023. Projects determined in the FY2023 Master Plan will be included in an updated APL in FY2023.

The Sponsor did in fact have (2) two apron projects identified in its ACIP in FY2020, however, a private developer initiated a project application to construct a 200,000 square foot air cargo facility on the same property. The private developer will conduct environmental, design and construction of the aprons identified in RIV's previous ACIP.

The new opportunity for private development eliminated FAA funding of planning, environmental, design and construction of the Projects identified in RIV's 5-year ACIPs; as submitted to the FAA in January 2020. Consequently, the Sponsor has been funded by FAA grant #30602010152021 to conduct a Master Plan and ALP update in FY2023. That effort is currently underway. The projects are justified by capacity demands. Current commercial aircraft parking apron assets are fully consumed by aviation users at this time. Additional apron areas are necessary to accommodate growth and demand.

Therefore, Apron Projects (#1) and (#2) are inserted into RIV's 5-year ACIP as probable infrastructure needs as derived from the Master Plan and updated ALP of 2023. RIV is unable to identify the locations of the proposed new aprons at this time. The Sponsor will identify the aprons in the Master Plan and be depicted in the 2023 ALP update.

The total cost to conduct environmental review and document preparation of Apron Project #2 is estimated at approximately \$400,000. The Federal share is \$360,000 (**Sponsor BIL/AIG entitlements available**) and Sponsor share is \$40,000. The total cost in FY2027 to conduct design of Apron Project #2 is estimated at \$400,000. The Federal share is \$360,000 (**discretionary request**) and Sponsor share is \$40,000. The total cost in FY2028 to construct Apron Project #2 is estimated at \$3,500,000. The Federal share is \$3,150,000 (**\$176,000 available Sponsor entitlements and \$2,974,000 in discretionary**) and Sponsor share is \$350,000.

BENEFIT DERIVED FROM PROJECT:

This Projects will provide RIV pavement in open fillets to support Apron Project #1. Paving existing fillets will make better use of Project #1 and the existing GA apron. This

Project offers dual use by both commercial and GA operators. This Project will aid in keeping the airport financially sustainable from additional user revenues from the new asset.

More than 10 million square feet of commerce and logistics facilities exist within a ten (10) mile radius of RIV. As the administrator of Foreign Trade Zone (FTZ) #244, March JPA manages the fourth (4th) largest FTZ in California which moves more than \$2 billion worth of goods in and out of the region. Benefits offered by the FTZ are of great interest to local importers and exporters. Cities such as Banning, Beaumont, Menifee and Lake Elsinore continue to request inclusion within FTZ #244 boundaries. Increased commerce-based activities within the region is introducing opportunities for new hangar facilities at RIV to accommodate goods movement through air services.

Fortune 500 companies such as Amazon continue to grow their footprint in western Riverside County and near the airport. In 2018, Amazon leased a 200,000 square foot sorting facility on airport property and began operating Prime Air at RIV. During COVID-19, the demand for goods and services accelerated the need for additional e-commerce centers in the region and, in turn, increased the demand for air services at RIV. In addition to Amazon, the United Parcel Service (UPS) also utilizes RIV for their December peak operations. UPS is planning more consistent and ongoing operations at RIV in the coming years. A local export company (IHerb) ships approximately 18 containers a week to Los Angeles through international air cargo carriers. Freight forwarders continue to be critical facilitators of air cargo shipments to and from the Pacific Rim. Subsequently, and to help expand RIV's footprint within the Inland Empire, MIPAA staff are in discussions with San Bernadino International Airport (SBI) staff regarding locating a customs officer to the IE to serve the two FTZs that cover the larger Riverside and San Bernardino County areas.

BENEFIT DERIVED FROM PROJECT:

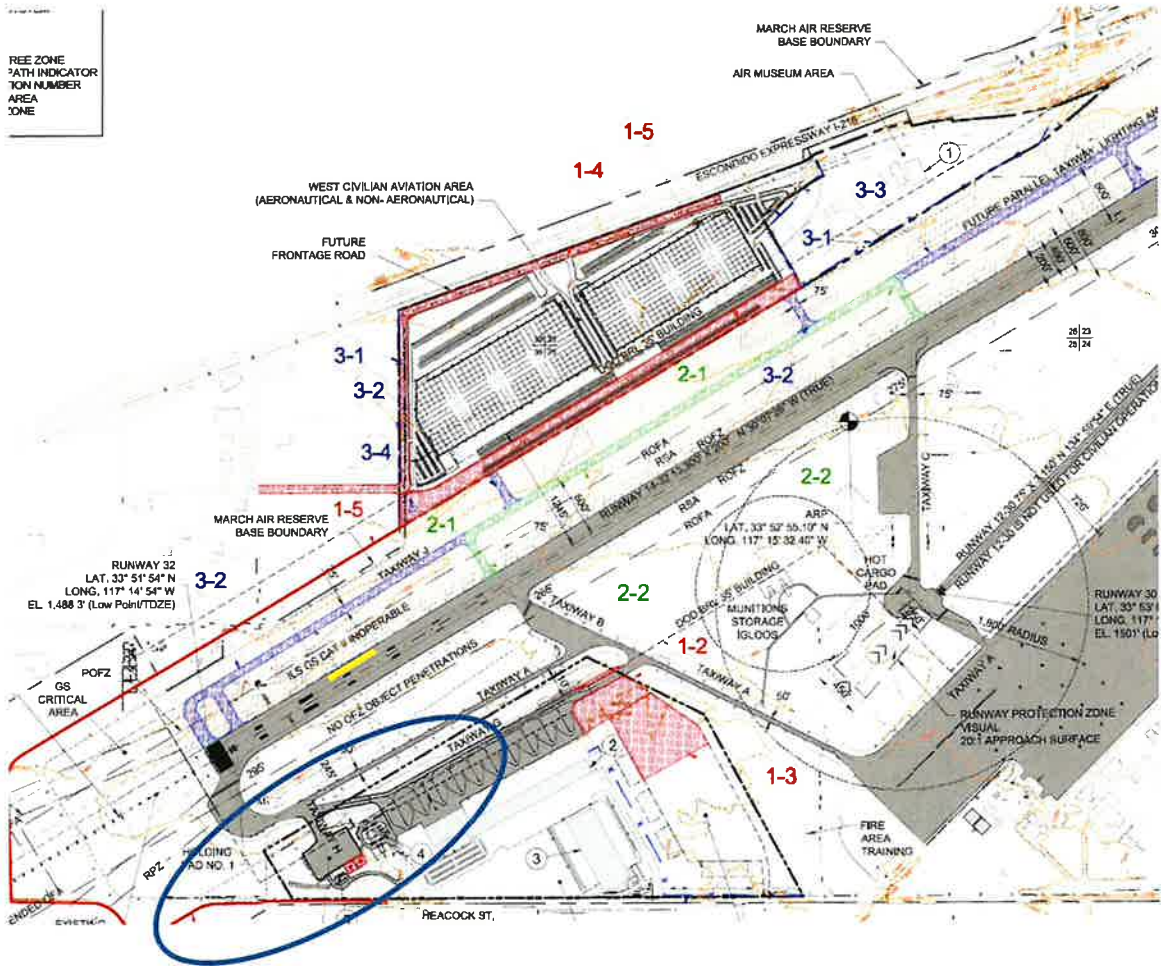
This Planning Project paves the way to support growth and demand. Furthermore, the FAA's National Plan of Integrated Airport Systems (NPIAS) identifies RIV as a reliever to Southern California's Projected growth as also indicated in the FAA's "Capacity Needs of the National Airspace System 2007-2025" document. RIV is a key asset in Southern California's airports system. These improvements will ensure accommodation of short and long-term demands while meeting the intentions of NPIAS.

Additional Information:

This Project is an integral facet of airport capacity and development as it supports aircraft circulation improvements, landside development consisting of warehouses, terminals and hangars and aids the Sponsors desire to maintain financial sustainability.

SITEMAP

(APRON Project #1)



Fiscal Year 2028
CONDUCT ENVIRONMENTAL FOR PARALLEL TAXIWAY J
(ENVIRONMENTAL)

PROJECT DESCRIPTION:

Consider the impacts of proposed improvements and prepare necessary environmental documents under NEPA for Parallel Taxiway J. Consider State and Local CEQA level environmental documents (no grant but reimbursable after Project is constructed).

Environmental review, document preparation and public review of multiple phases of construction for a parallel taxiway located west of Runway 14/32 and adjacent to March Inland Port owned property; referred to as Parcel D2. The taxiway will parallel Runway 14/32 approximately 600' from centerline for 8,100'. This Project will require a minimum of two phases. Phase 1 would consist of approximately 4,600' X 100' wide with 40' asphalt shoulder, signage, lighting and connecting to Taxiway B and Taxiway C. Phase 2 will consist of an additional 3,500' X 100' extension south to runway threshold to also include a 40' asphalt shoulder, signage, lighting and connecting to runway 14/32 at the threshold. This design will accommodate Design Group V aircraft. This Project will span multiple fiscal years in multiple phases.

The cost to conduct environmental review of this Project in FY2028 is lessened by combining the environmental reviews for all phases of the Project.

PROJECT JUSTIFICATION:

The Sponsor has completed all airport required aviation facilities, asset rehabilitations and security Projects.

This Project accomplishes several objectives. It will provide the airfield taxiway infrastructure to potentially connect to Parcel D2. More importantly, it will provide aircraft access to the easterly side of the airfield (Parcel D1 – Civilian Aviation Area) without having to encroach on military movement and non-movement areas; as realized under the current taxiway configuration. The taxiway will also reduce travel distance from the runway to the RIV's civilian aprons and enhances aircraft ground movements at RIV. Another net result is reduction of taxi time and emissions. This Project enhances aircraft circulation at the flying facility and separates military from civil use of the flying facility.

The total cost in FY2028 to conduct environmental review and document preparation of the phased Project is estimated at approximately \$500,000. The Federal share is \$450,000 in discretionary and Sponsor share is \$50,000. The total cost in FY2030 to conduct design Taxiway J is estimated at \$550,000. The Federal share is \$495,000 in discretionary and Sponsor share is \$55,000.

This Project is depicted on the 2019 ALP Project 2-1. Engineer estimates have yet to be prepared to determine estimated costs.

BENEFIT DERIVED FROM PROJECT:

This project will facilitate access to adjacent properties while enhancing aircraft circulation at the flying facility. It further offers separation from military and civil operations using RIV jointly. It will reduce taxi times and address departure congestion on the single-runway airfield; which subsequently reduces idle and taxi emissions.

More than 10 million square feet of commerce and logistics facilities exist within a ten (10) mile radius of RIV. As the administrator of Foreign Trade Zone (FTZ) #244, March JPA manages the fourth (4th) largest FTZ in California which moves more than \$2 billion worth of goods in and out of the region. Benefits offered by the FTZ are of great interest to local importers and exporters. Cities such as Banning, Beaumont, Menifee and Lake Elsinore continue to request inclusion within FTZ #244 boundaries. Increased commerce-based activities within the region is introducing opportunities for new hangar facilities at RIV to accommodate goods movement through air services.

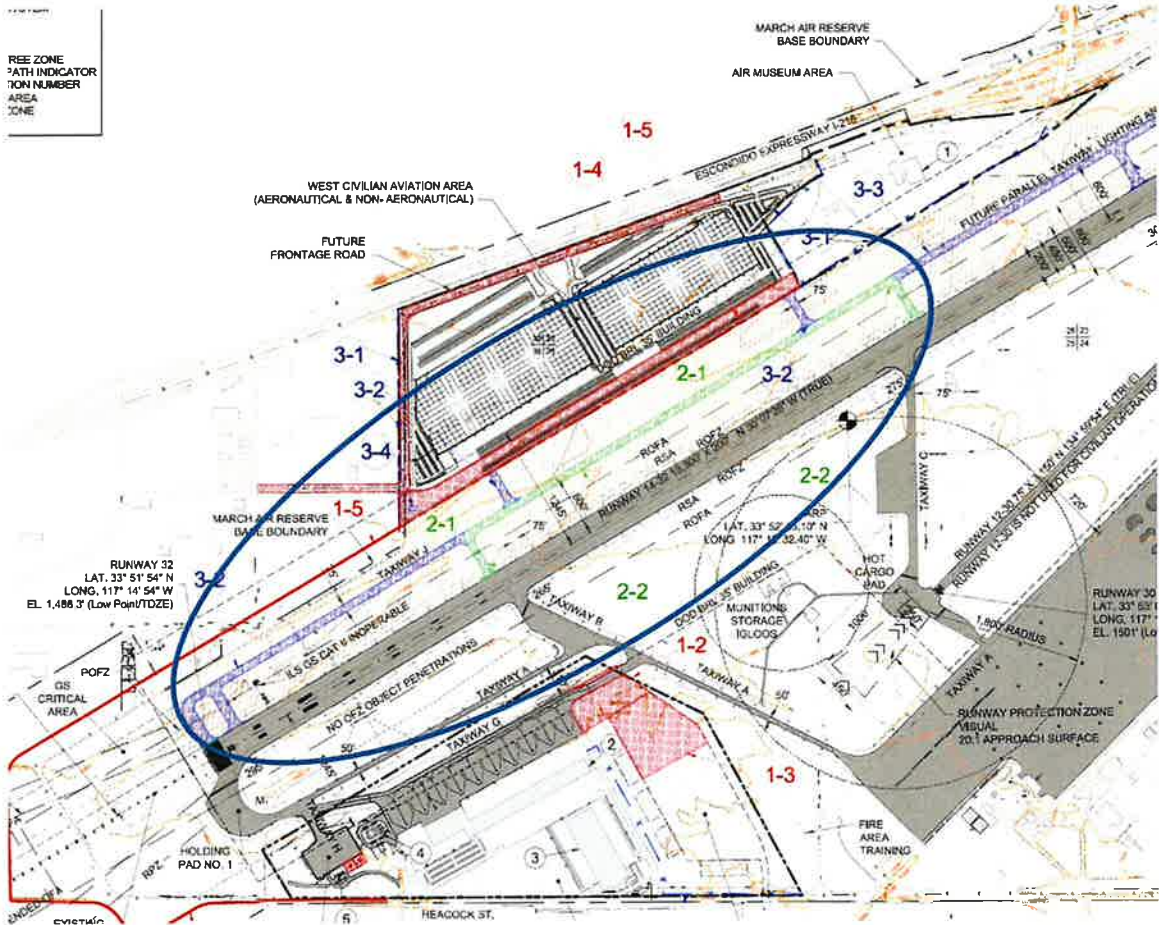
Fortune 500 companies such as Amazon continue to grow their footprint in western Riverside County and near the airport. In 2018, Amazon leased a 200,000 square foot sorting facility on airport property and began operating Prime Air at RIV. During COVID-19, the demand for goods and services accelerated the need for additional e-commerce centers in the region and, in turn, increased the demand for air services at RIV. In addition to Amazon, the United Parcel Service (UPS) also utilizes RIV for their December peak operations. UPS is planning more consistent and ongoing operations at RIV in the coming years. A local export company (IHerb) ships approximately 18 containers a week to Los Angeles through international air cargo carriers. Freight forwarders continue to be critical facilitators of air cargo shipments to and from the Pacific Rim. Subsequently, and to help expand RIV's footprint within the Inland Empire, MIPAA staff are in discussions with San Bernadino International Airport (SBI) staff regarding locating a customs officer to the IE to serve the two FTZs that cover the larger Riverside and San Bernardino County areas.

Additional Information:

This project is an integral facet of airport capacity and development as it supports aircraft circulation improvements, landside development consisting of warehouses, terminals and hangars and aids in the reduction of emissions.

SITEMAP

(2019 ALP Project 2-1)



**MARCH JOINT POWERS AUTHORITY
TECHNICAL ADVISORY COMMITTEE
OF THE
MARCH JOINT POWERS AUTHORITY**

***Reports, Discussion and Action
Agenda Item No. 5b***

Meeting Date: February 6, 2023

Report/Discussion: Receive and file the Master Plan Update

Background:

The Federal Aviation Administration (FAA) established a program to financially assist airports for planning and capital improvement projects under its Airport Capital Improvement Program (ACIP). Airports wishing to participate in ACIP funding opportunities are required to file grant applications for projects identified in the ACIP. Staff presented the airport's five-year plan to the Commission on January 27, 2021. Subsequently, March Inland Port Airport Authority (MIPAA) submitted its five-year Plan to the FAA. The plan described the airport's intent to use available entitlement funds to prepare an Airport Master Plan.

On April 28, 2021, the commission provided staff approval to submit an FAA Master Plan Grant Application for the Master Plan and authorized the Executive Director to execute application documents. The grant offer was executed on August 17, 2021.

During this meeting, MIPAA's consultant will provide the TAC with an update on the Master Plan progress and planning processes moving forward.

Attachment: None

**MARCH JOINT POWERS AUTHORITY
TECHNICAL ADVISORY COMMITTEE
OF THE
MARCH JOINT POWERS AUTHORITY**

***Reports, Discussion and Action
Agenda Item No. 5c***

Meeting Date: February 6, 2023

Subject: Military Compatibility Use Study (MCUS) Update

Background:

As directed by the TAC, an MCUS status report will be included as a part of regularly scheduled TAC meetings. These reports will be provided by Simon Housman.

Attachment: None

**MARCH JOINT POWERS AUTHORITY
TECHNICAL ADVISORY COMMITTEE
OF THE
MARCH JOINT POWERS AUTHORITY**

***Reports, Discussion and Action
Agenda Item No. 5d***

Meeting Date: February 6, 2023

Subject: Rolling Calendar and Future Agenda Items

Background:

The following information is shared to update the TAC on upcoming agenda items for Joint Powers Commission meetings in the month of January.

Attachment: March Joint Powers Commission Rolling Calendar

	February 2023	
JPA		
	Recurring Monthly Virtual Meeting Approval ~ Dr. Grace Martin	
	Monthly Financial Reports & Disbursements ~ Richard Beltran	
	4th Quarter 2022 Investment Policy Compliance Statement Report ~ Richard Beltran	
	Ability Counts PSA Renewal ~ Rodney McCraine	
	Willdan Services Professional Services Agreement - LLMD & CFD ~ Dan Fairbanks	
	Accela Annual Renewal Services ~ Dan Fairbanks & Dr. Grace Martin	
	Moreno General Services (MGS) Professional Services Agreement ~ Rodney McCraine	
	Seefried Grant of Easement ~ Lauren Sotelo & Dan Fairbanks	
	LLMD Sidewalks, trees - Budget Adjustment and Awarding of Contract ~ Dr. Grace Martin	
	ADC National Summit, DC - March 6th thru 8th, 2023 / Chair, Vice Chair, ED attendance and travel ~ Dr. Grace Martin	
	Mission Property Advisors, Inc. Professional Services Agreement - Dr. Grace Martin	
	Partial Assignment of DDA / MJPA Consent to Partial Assignment ~ Dr. Grace Martin	
	Agreement for Special Legal Counsel for Northeast Corner - Dr. Grace Martin	
	<i>Closed Session</i>	
	Northeast Corner (NEC) Discussion	
	NOSC Building Discussion	
	Anticipated Litigation	
MIPAA	Recurring Monthly Virtual Meeting Approval ~ Dr. Grace Martin	
	Monthly Financial Reports & Disbursements ~ Richard Beltran	
	HVAC On-Call Services ~ Rodney McCraine and Gary Gosliga	
	Fuel Farm RFI ~ Dr. Grace Martin & Rodney McCraine	
MJPUA	Recurring Monthly Virtual Meeting Approval ~ Dr. Grace Martin	
	Monthly Financial Reports & Disbursements ~ Richard Beltran	
MJPA-SA		