



**March Joint Powers Commission
of the
March Joint Powers Authority**

City of Moreno Valley ♦ City of Perris ♦ City of Riverside ♦ County of Riverside

Memorandum

Date: April 23, 2024

From: Cindy Camargo

Subject: **Item 9.4 - Matter Subsequent to Posting of April 24, 2024 Agenda**

The attached legislative agenda was the Final used for the Legislative trip to DC, updated after 02-14-2024 with input from March Air Reserve Base.



MARCH JOINT POWERS COMMISSION OF THE MARCH JOINT POWERS AUTHORITY

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Background:

The March Joint Powers Authority has successfully redeveloped more than 60 percent of its properties, by fostering successful public-private partnerships for the development with public and private partners.

Located within the heart of western Riverside County and under the joint leadership of the Riverside County Board of Supervisors and City Councils of Moreno Valley, Perris, and Riverside, the March JPA is home to one of the most sustainable and progressive business centers within California.

Within the past 11 years (FY 2012-13 through FY 2023-24), the following entities received tax increment from assessed valuation placed on the property tax rolls as well as land sales revenues:

- a. Riverside County = \$52.48 Million Total**
 - i. \$54.5 Million (tax increment)
 - ii. \$3.875 Million (land sales revenue)
- b. Moreno Valley = \$7.58 Million Total**
 - i. \$5.3 Million (tax increment)
 - ii. \$3.875 Million (land sales revenue)
- c. City of Riverside = \$3.88 Million Total**
 - i. \$1.256 Million (tax increment)
 - ii. \$3.875 Million (land sales revenue)
- d. City of Perris = \$3.875 Million Total**
 - i. \$1.25 Million (tax increment)
 - ii. \$3.875 Million (land sales revenue)

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Within the same time period (FY 2012-13 through FY 2023-24), the March Air Reserve Base and March Joint Powers Authority completed the following joint projects through community partnership agreements and collaborations:

- a. Heacock Channel (10,500 LF) = \$18+ Million (Completed in 2018)**
 - i. Removed 400+ residents near the Base from a flood zone;
 - ii. Protects over 500 acres of federal and non-federal properties from flood events;
 - iii. Protects federal landfill and groundwater monitoring wells from erosion;
 - iv. Protects public streets and local businesses from flooding.

- b. Pressure Reducing Valve = \$4 Million (Completed in 2023)**
 - i. Partnership with Department of Defense, Western Municipal Water District, March JPA and JPA private partners to replace water infrastructure to MARB;
 - ii. Increase water pressure to MARB with ongoing improvements within the cantonment area by Western Municipal Water District.

- c. Joint Use / Water / Gas / Energy Infrastructure = \$3.2 Million (Ongoing)**
 - i. MIPAA payments to MARB per Joint Use Agreement (Ongoing) = \$744,000 (YTD)
 - ii. Joint Energy Study for Resiliency and Redundancy (In Progress) = \$425,000
 - iii. Gas system update outside cantonment area (In Progress) = \$2 Million

- d. Cactus Channel = \$26 Million (Please see following discussions)**

- e. Lateral B (11,000 LF) = \$12 Million (Please see following discussions)**

The following are the federal legislative priorities for March Joint Powers Authority.

Federal Budget and Authorizations

DOD Funding

March JPA supports robust funding for the Department of Defense. March JPA remains interested in constantly monitoring the federal budgetary and appropriations process in order to achieve March JPA's missions and objectives and to support March Air Reserve Base. As the Base begins to implement new missions or activities based on changes to strategy and the appropriations that may come, March JPA will continue to advocate for activities and projects at March Air Reserve Base and in our larger community.

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The March JPA should continue to advocate for funding priorities contained within the FY25 budget request as well as the inclusion of JPA objectives in the FY25 appropriations process. The March JPA will also closely monitor the FY25 Budget and Appropriations processes and provide input and advocacy to our Congressional Delegation and relevant Agency officials when necessary.

Defense Community Infrastructure Program

Sustaining our nation's defense infrastructure is critical to maintaining the competitive edge of our force. Much of the burden for providing essential municipal services and infrastructure (i.e., roads, utilities, transit, railways, ports, emergency response and social services) to military installations, service members and their families falls on state and local governments. With no current federal funding available to help communities, in many cases, these critical off-base, military-connected services and infrastructure projects do not happen at all. The Defense Community Infrastructure Program (DCIP) allows DoD to work with state and local governments by providing a matching grant to address the critical off-base infrastructure needs that have a direct impact on the military value and resiliency of installations. March JPA has and will continue to advocate for increasing funding to the level of at least \$100 million. These funds provide additional opportunities for defense communities around California to continue to assist our military installations and to promote national security and regional objectives.

KC – 46 Bed Down Mission

In January of 2022, Air Force officials pegged March Air Reserve Base as the preferred location for the KC-46 Pegasus bed down mission. The fleet would replace older KC-135 tankers with the expectation that the new aircraft would begin operation at the Base in 2025 with full operations anticipated in 2027. As MIPAA experiences growth on its two airport parcels over the next few years, military missions will take priority pursuant to our joint use agreement with the Air Force. MJPA is working jointly with MARB leadership on its 2024 Airport Master Plan and Airport Layout Plan to ensure that proposed runway and taxiway improvements are mutually beneficial to federal and non-federal uses. Through its public-private partnerships MJPA will continue to coordinate improvements on non-federal lands that would be of benefit to the KC-46 mission, and other military missions, at March.

March JPA will ask Congressional representatives to fully fund DCIP at the authorized level of \$100M for FY25 and to work with DoD and Congress on the criteria for the program. This investment will not only directly enhance the critical military value of MARB, but it will also have a larger impact by leveraging state, local, private sector, and even other federal investments through a matching requirement. This could result in an estimated \$300-\$400M total impact nationwide. This is an infrastructure plan that prioritizes national security.

Flood Control

Cactus Drainage Channel – Approximately \$27 million – Engage with USDA for \$3.412M

The Cactus Channel is a regional natural bottom drainage facility located along the northerly boundary of March Air Reserve Base (MARB) and March JPA. The channel is surrounded by areas designated by FEMA as Zone A. Storm flows within Cactus Channel negatively impact surrounding areas and result in road closures along and around MARB properties as well as surrounding communities. The undersized condition of the channel has resulted in swift water rescues during major storm events. While the Cactus Channel carries flows that directly tie into the Heacock Channel Project, improving the facility contemporaneously with the Heacock Channel Project was not feasible due to the excessive construction and environmental mitigation costs. As such, the local agencies and MARB are improving the two channels separately and as funds become available. The Cactus Channel has multiple ownership interests requiring maintenance by each of the owners and such maintenance activities require ongoing permitting by the Army Corps of Engineers, the California Department of Fish & Wildlife as well as the Santa Ana Regional Water Quality Board. Rainfall as small as five-year events continue to undermine the condition of the channel, the sustainability of neighboring City of Moreno Valley (Moreno Valley) storm drain facilities and contribute to an ongoing waterfowl issue near MARB. The unimproved nature of the channel is also contributing to the continued deterioration and failure of certain storm outlets within the City of Moreno Valley. As with the Heacock Channel Project, the improvement of the Cactus Channel will require a cooperative effort between MARB, Riverside County Flood Control and Water Conservation District (RCFCWCD), March JPA and the City of Moreno Valley. One other agency that will be involved in the Cactus Channel Improvement Project is the USDA Forest Service, which owns approximately 55-acres adjacent to Cactus Channel. A portion of the USDA parcel houses a 10-acre CalFire Headquarters facility. While the USDA parcel is designated as an important asset for public emergency services, it is encumbered during storm events where water flows limit or prevent access to and from the parcel. As with the USDA Forest Service parcel, MARB and the privately-owned K-4 parcel contribute to the overall health of economic viability in the region. As such, these critical public facilities must be protected from all man-made and natural threats that include the neighboring undersized channel.

The U.S. Forest Service Regional Office and Headquarters in D.C. support the issuance of Cactus Avenue channel easements to Riverside County Flood Control District for construction and maintenance. The JPA will continue to work with USDA/USFS to define needed easements and funding that supports the completion of this project.

Lateral B West March Master Drainage Improvements - Approximately \$12 million (Fully Funded)

Meridian Business Park, Riverside National Cemetery and Westmont Village (formerly Altavita Village) convey onsite stormwater flows to the northwest corner of Van Buren Boulevard and the I-215 freeway. Riverside National Cemetery and Westmont Village convey flows to four existing culverts south of Van Buren Boulevard and north of Western Municipal

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Water District's sewage treatment plant. These stormwater flows travel east, through culverts, under the I-215 freeway and outlet onto March Air Reserve Base.

The West March Master Drainage Plan is a five-phase project and design which will ultimately reroute and convey these onsite flows outside March Air Reserve Base to Perris Valley Storm Drain Lateral B.

Phase I: Consists of a series of regional detention basins in Meridian Business Park that have already been constructed.

Phase II: Consists of 2,500 linear feet of storm drainpipe south of Van Buren Boulevard and will tie into existing culverts. A private developer will fund the improvements.

Phase III: Consists of a regional drainage channel on private development that will convey stormwater flows to the southeast corner of Parcel D2.

Phases IV and V: Consist of an underground reinforced concrete box that will convey flows to Riverside County Flood Control's Lateral B channel (Perris Valley Storm Drain) south of the Base. The project is fully funded between March JPA, JPA private partners and Riverside County Flood Control. Project design is complete and easement approval by the Base is in progress. Construction to start in 2024 provided construction and maintenance easements are obtained from the Base.

The March JPA will continue to work closely with MARB and Riverside County Flood Control and Water Conservation District to finalize easements for improvements.

Joint Use Airport Authority

Joint Military-Civilian Airport

Subsequent to the March Air Force Base realignment as an Air Reserve Base in 1995, the March Joint Powers Authority established a civil airport authority, March Inland Port Airport Authority (MIPAA), to manage 365 acres of surplus military property on the airfield. The MIPAA was, and still is, subject to the terms and conditions of a Joint Use Agreement (JUA) between the MJPA and the Air Force, for the joint use of MARB's flying facilities. These shared facilities include the control towers, taxiways, nav aids, and runways, as well as maintenance of facilities. MIPAA financially contributes to the maintenance of flying facilities through a portion of its landing fees collected through its users. March Inland Port services contract civil aircraft operators that move Army troops by providing fueling and custodial services through its fixed base operator, Million Air. The FAA continues limited AIP grant funding for capital improvement and planning efforts. MIPAA is designated as a "Reliever" airport in the National Plan of Integrated Airport Systems (NPIAS).

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Successfully managing any competitive, service-oriented public organization requires a clear set of goals that define customer experiences and stakeholder expectations. The following goals for future growth at MIP:

- Maintain strong working relationships with the March Air Reserve Base.
- As a reliever airport within the FAA's National Plan of Integrated Airport Systems (NPIAS), develop strong partnerships with Ontario International Airport (ONT) and San Bernardino International Airport (SBD).
- Complete Master Airport Plan (currently underway and funded by the FAA) in 2024 to and facilitate future development and air service, as well as make improvements to taxiways and infrastructure as approved by MARB.
- Expand Foreign Trade Zone (FTZ #244) to include all of western Riverside County.
- Bring Customs to the airport (Port of Entry Status).
- Expand air cargo operations through the completion of a parcel D-1 development and consistent with Joint Use Agreement terms.
- Improve public service offerings at the general aviation facility through the construction of two approved 10,000 square foot hangars.

March JPA's March Inland Port Airport is a beneficiary of the FAA's Airport Capital Improvement Program (AIP) and, previously, Military Airport Program (MAP). MIPAA is developing its first airport masterplan which will provide a 20-year outlook and roadmap that will define opportunities for infrastructure projects and new development at the airport. The airport is experiencing growth through the development of its parcel D2 for non-aviation use, which is designed and sited at the airport to allow for future access to the main runway for future aviation operators. Expansion of air cargo operations at the airport would be made possible through a new air cargo facility planned on Parcel D1. Private developments at the airport on parcels D1 and D2 would introduce revenues that would allow for infrastructure improvements and refurbishment for MIPAA, as well as support revenues for the March Air Reserve Base pursuant to the joint use agreement with the Air Force.

Airport Funding - FAA Capital Improvement and Planning Grants

Previous FAA grant funding provided MIPAA with a host of environmental, design and construction projects. To date, MIPAA has received (16) sixteen grants that supported construction of an aviation fuel facility, rehabilitation of an aircraft parking apron, independent utility service to the civil airport, an executive terminal, and a host of planning, environmental and design grants.

This year, MIPAA has embarked on a much-needed Airport Master Plan (MP) and updated Airport Layout Plan (ALP). Looking out to the future, the MP will identify infrastructure requirements that will lay the foundation for future growth that would support future grant applications.

For planning and new construction efforts, MIPAA has relied on non-discretionary entitlement funds by the FAA. MIPAA has been in MAP on two occasions and has now graduated to AIP. It should be noted that MIPAA does not currently have a MAP eligible project, however the preparation of an airport master plan could result in MAP eligible projects. MIPAA's 2024 -2029 ACIP totals \$14,583,00 over the 5-year period.

Preserving and Expanding the Economic Viability of March Air Force Reserve Base

Identifying Missions and Activities to Support the Base and Siting Decisions to the Inland Empire

March Air Force Base converted to March Air Reserve Base on April 1, 1996, which resulted in the surplus of approximately 4,400 acres of property and a number of buildings. Base realignment resulted in a significant impact to the local economy, including direct losses of military and civilian jobs, loss of contract spending by the base, and loss of indirect economic activity because of the changes. Throughout its 25 years in existence, March JPA has worked in coordination with MARB to identify missions and activities in support of the base and to encourage base siting in the inland empire.

Monitoring and Protection of MARB Missions from a Possible Future BRAC Round

To date, five Base Realignment and Closure (BRAC) rounds have been conducted. With each round, the process of identifying bases for closure or realignment has become more streamlined. In 2005, information known as data calls was collected by Department of Defense (DoD) evaluators across 41 selection criteria covering 1,831 specific questions for Air Force commands. However, critical information pertaining to a base's tenant commands is still not adequately captured and reported to DoD evaluators. For example, multiple reserve units are tenants at MARB but these units report as independent islands through their own chain of command. Consequently, it appears these 'islands' have no troop amenities (i.e. gymnasium, commissary, etc.) because MARB reports the amenities as part of its own data call responses. There is a potential threat of losing tenant units in future BRAC rounds due to this discrepancy.

To the extent that the Congress acts on this subject, and if the DoD budget request includes a call for a BRAC, the March JPA is willing to provide its expertise and offer suggestions to improve a BRAC process to protect bases, enhance missions, and ensure more efficient transfers of property to local governments and authorities.

Due to the importance of the joint airfield and military operations, it is critical to closely monitor budget reductions on MARB activities as well as calls for reduced base inventory.

In addition, MARB and MJPA have a collective economic output of over \$10 billion within the Southern California region according to a 2026 study. Because of the regional economic importance of retaining units and growing missions at MARB, March JPA should encourage DoD personnel to re-evaluate data reporting criteria to accurately capture all units and amenities with each tenant/host command whether located within or adjacent to the cantonment area. Further, the March JPA as a beneficiary to the Air Force should provide information and comments to Congress on BRAC, if it moves forward through the legislative process.

Non-Funding Issues

Village West Road Extension

In 2017, the March Joint Powers Authority initiated proceedings to sell the General Old Golf Course to the Veterans Administration to incorporate the property into Riverside National Cemetery (RNC). As part of the consideration to sell, approximately 12.3 acres of Right-of-Way would be dedicated by RNC to the County to extend Village West Drive south, through the cemetery to connect to Nandina Avenue. In 2019, the sale of the General Old Golf Course was finalized. In January 2020, the California Environmental Quality Act (CEQA) analysis commenced, which determined the potential environmental impacts of the Village West Drive extension. On January 27, 2021, the Joint Powers Commission adopted a Statement of Overriding Considerations, certifying the Meridian South Campus Specific Plan and Village West Drive Extension Project Final Subsequent Environmental Impact Report (SCH# 2020059028), and adopted a Mitigation Monitoring and Reporting Program for the Meridian South Campus Specific Plan and Village West Drive Extension Project. Additional entitlements included the construction of the Village West Drive extension pending approval of a construction easement by the United States Department of Veterans Affairs (VA). The Village West Drive extension would include improvements to and the extension of Village West Drive to provide a through connection between Van Buren Boulevard to the north and Nandina Avenue to the south. To facilitate the VA's planned expansion of the Riverside National Cemetery, the Village West Drive extension street improvements will include an underpass. On April 20, 2021, the developer Meridian Park, LLC. submitted an application and fees to begin the National Environmental Policy Act (NEPA) document preparation for the construction easement needed for the extension of Village West Drive.

In anticipation of the future road extension, March JPA is coordinating street design plans and construction schedule with Riverside County and the Veterans Administration. March JPA will continue to seek assistance in securing construction easements and permanent right-of-way dedications from the Veterans Administration to the County of Riverside.

Navy Operational Support Center – CA Youth Challenge Program

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The Navy Operational Support Center (NOSC) completed their site on base in August of 2019 and transferred their former NOSC building at 23570 Z Street to the March JPA in the Spring of 2021. The transfer was accepted by the Commission at their June 9, 2021 meeting. In March of 2022, the CA Army National Guard (CAARNG) contacted the March JPA regarding the Guard's interest in housing a Youth Challenge Academy at March. The Guard's vision through its youth academies is to "Empower the Cadets and Scholars entrusted to our care to set their own conditions for a successful future". CAARNG's closest Youth Challenge Academy ("Sunburst") is housed at the Los Alamitos Joint Forces Training Base in LA County with a high attendance rate from Riverside County youth. The project could yield a \$30 million investment in the region with possible collaborations with Moreno Valley Unified School District and the Riverside County Office of Education. On January 11, 2023, the Commission approved an Exclusive Negotiating Agreement between the March Joint Powers Authority and the CAARNG for the NOSC building. The ENA was later modified to include the California Military Department (CMD) which includes the office of the Adjutant General, CAARNG, the CA Cadet Corps and the Naval Militia. CMD completed their assessment of the site in late 2023 and are now working toward funding opportunities for planning and construction.

March JPA supports federal funding opportunities available to the Youth Challenge Program. March JPA stands ready to support the Youth Challenge Program at March.

Attachment: None