

Community Meeting for the D-1 Gateway Aviation Center Project

September 24, 2025 | 6:30 -8:00 p.m.



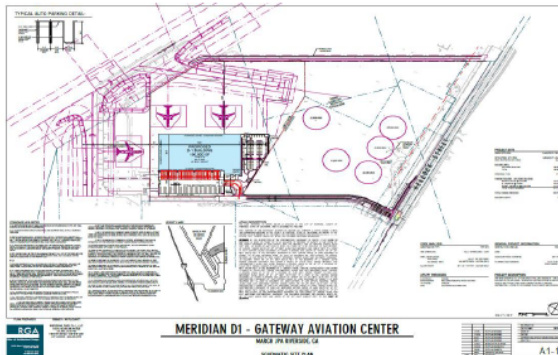
Meeting Agenda

COMMUNITY MEETING

Please attend a Community Meeting hosted by the March Inland Port Airport Authority to learn about the proposed Meridian D-1 Aviation Center Project

Wednesday
September 24, 2025
6:30 PM – 8:00 PM

March Field Air Museum
22550 Van Buren Blvd.
Riverside, CA 92518



The proposed Meridian D-1 Gateway Aviation Center Project consists of an Air Cargo Center Component and Off-Site Component located on approximately 46-acres. The Air Cargo Center component would include the development of a gateway air freight cargo center, including a 180,800 square-foot cargo building, taxiway/taxi lane and parking improvements, within an approximate 34-acre site within March Inland Port Airport Authority jurisdiction. The off-site component would be constructed on approximately 12-acres and would include taxiway/taxi lane construction, widening, and realignment; storm drain extensions; and a perimeter patrol road with security fencing with the March Air Reserve Base. The proposed project would also require a zoning designation and a plot plan approval.



Visit our website for additional information: <https://marchipa.com/meridian-d1-gateway-aviation-center-project>.

1. Introductions

March Inland Port Airport Authority

- Dr. Grace Martin, CEO
- Lauren Sotelo, Contract Planner

Meridian Park D-1, LLC,
(Applicant)

- Timothy Reeves
- Chris Coetzee

2. Presentation

3. Questions/Answers

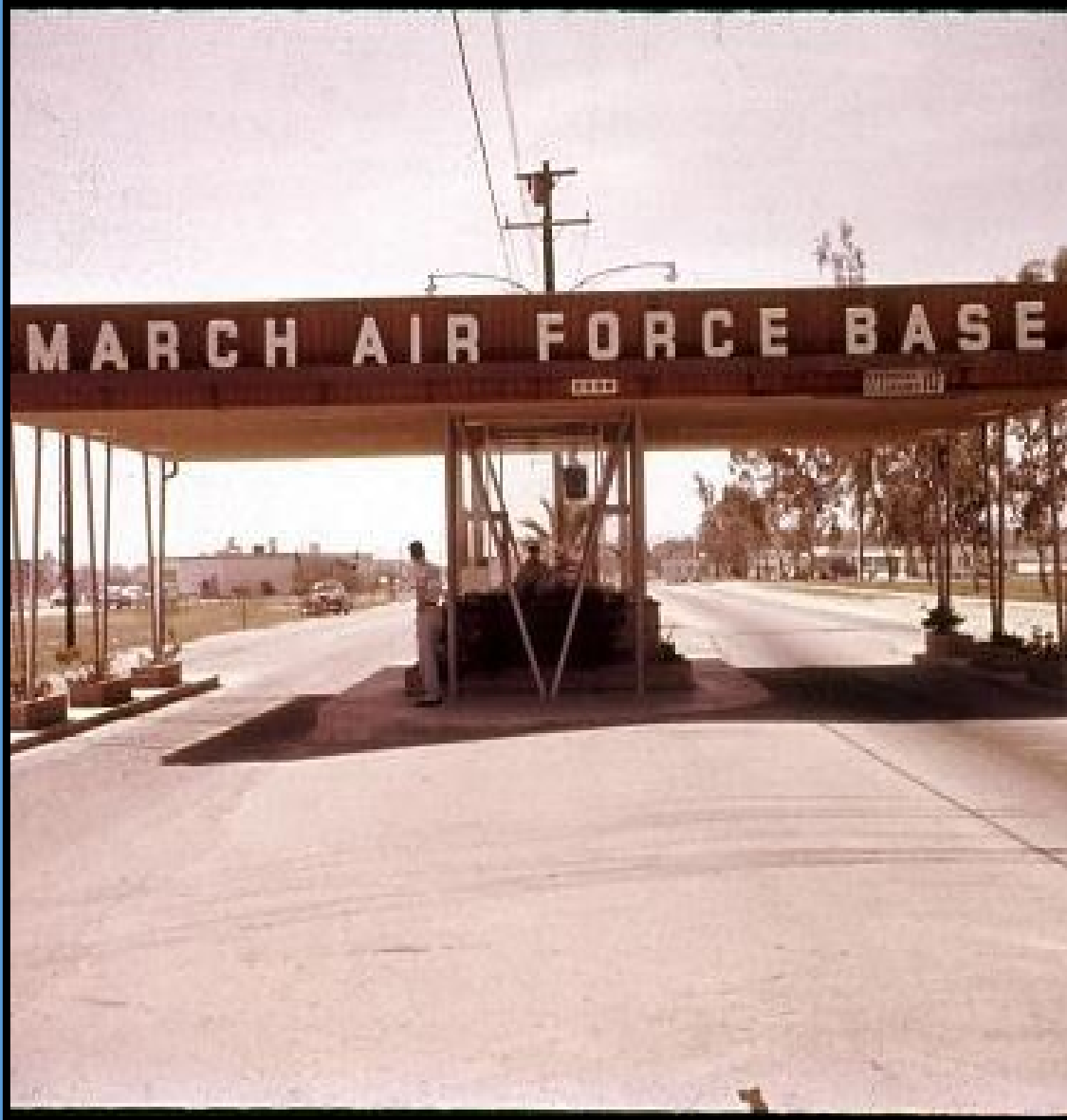


Community Meeting Overview

- March Military – Civilian Joint Use Airport
- FAA Designated Reliever Airport
- Proposed Project
- Joint Use Implications
- Questions/Answers



History of MIPAA



MARCH JPA PURPOSE

REDEVELOP FORMER AIR
FORCE PROPERTIES

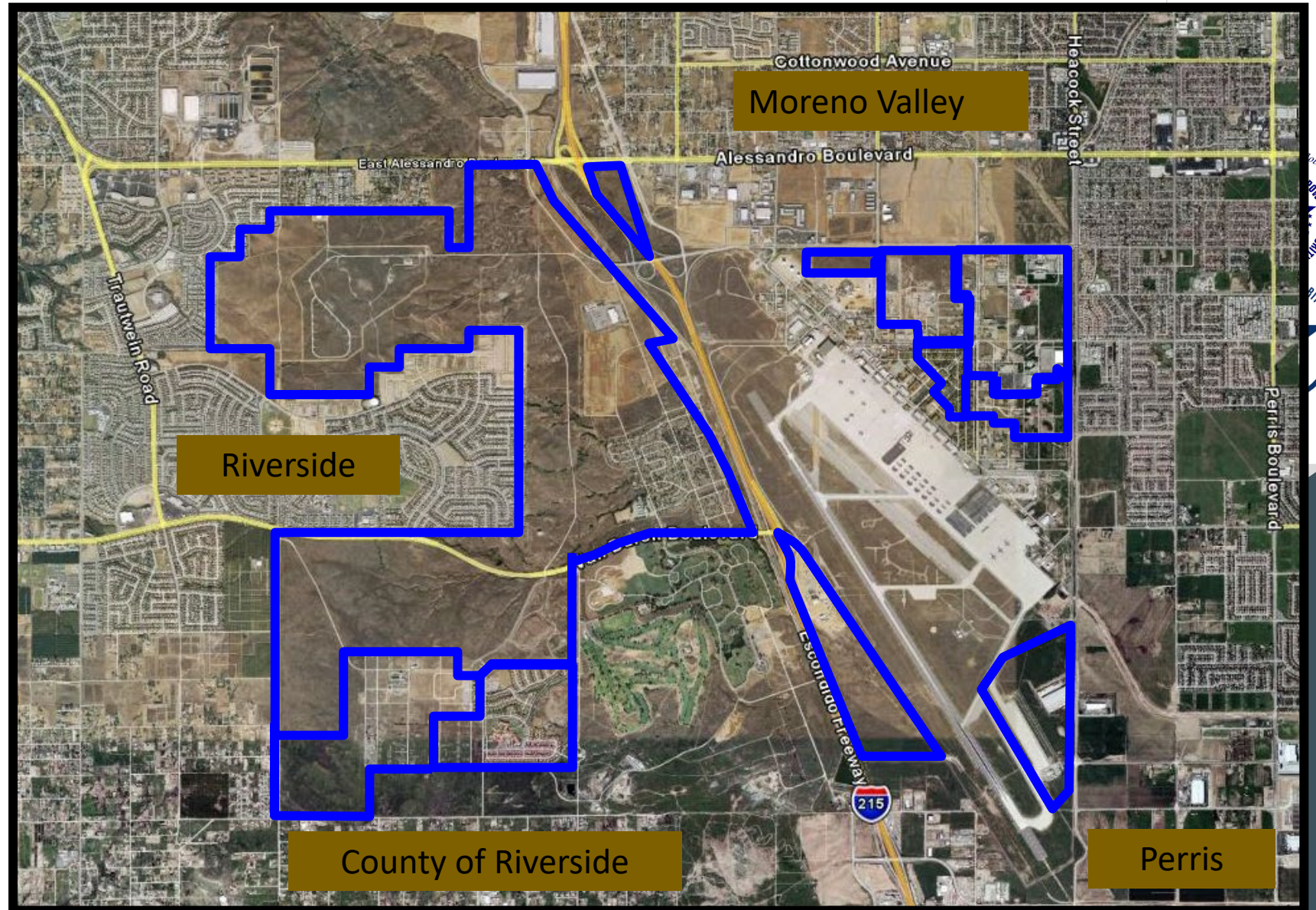
RESTORE JOBS LOST

PROTECT MARCH AIR
RESERVE BASE MISSIONS



MARCH JPA AGREEMENT

- ✓ Land Use Authority
- ✓ Public Utility Authority
- ✓ Successor Agency
- ✓ March Inland Port Airport
 - Joint Use Agreement



HEACOCK CHANNEL

- \$18 MIL. PROJECT
- MULTI-JURISDICTIONAL PARTNERSHIP



HEACOCK CHANNEL



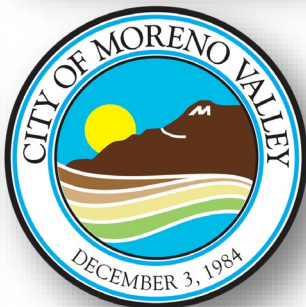
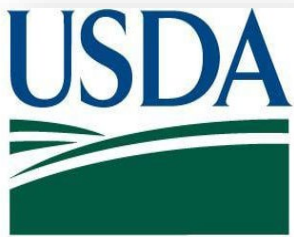
HEACOCK CHANNEL

- \$18 MIL. PROJECT
- MULTI-JURISDICTIONAL PARTNERSHIP



CACTUS CHANNEL

- \$26 MIL. PROJECT
- PUBLIC-PRIVATE PARTNERSHIPS



HURRICANE HILARY







DOD Designated Joint Use Airport

Joint Use
Agreement –
Air Force
and MIPAA



FAA Designated RELIEVER Airport

FAA Order 5090.5,
Formulation of the
National Plan of
Integrated Airport
Systems – ACIP

March Inland Port
Airport is a “RELIEVER”
airport in the FAA NPIAS



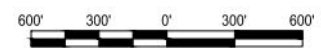
Categories of Airport Activities

Statutory Definition	Criteria	Also referred to as:
Commercial Service	Publicly owned airports with at least 2,500 annual enplanements and scheduled air carrier service (§47102(7)). Primary airports are a commercial service airport with more than 10,000 annual enplanements (§47102(16)).	
Large Hub	Receives 1 percent or more of the annual U.S. commercial enplanements	Primary
Medium Hub	Receives 0.25 to 1.0 percent of the annual U.S. commercial enplanements	Primary
Small Hub	Receives 0.05 to 0.25 percent of the annual U.S. commercial enplanements	Primary
Nonhub	Receives less than 0.05 percent but more than 10,000 of the annual U.S. commercial enplanements	Primary
Nonprimary Commercial Service, Nonhub	Also referred to as nonhub nonprimary, these airports have scheduled passenger service and between 2,500 and 10,000 annual enplanements.	Nonprimary
Reliever	An airport designated by the Secretary of Transportation to relieve congestion at a commercial service airport and to provide more general aviation access to the overall community (§47102(23)).	Nonprimary
General Aviation	A public-use airport that does not have scheduled service or has scheduled service with less than 2,500 passenger boardings each year (§47102(8)).	Nonprimary



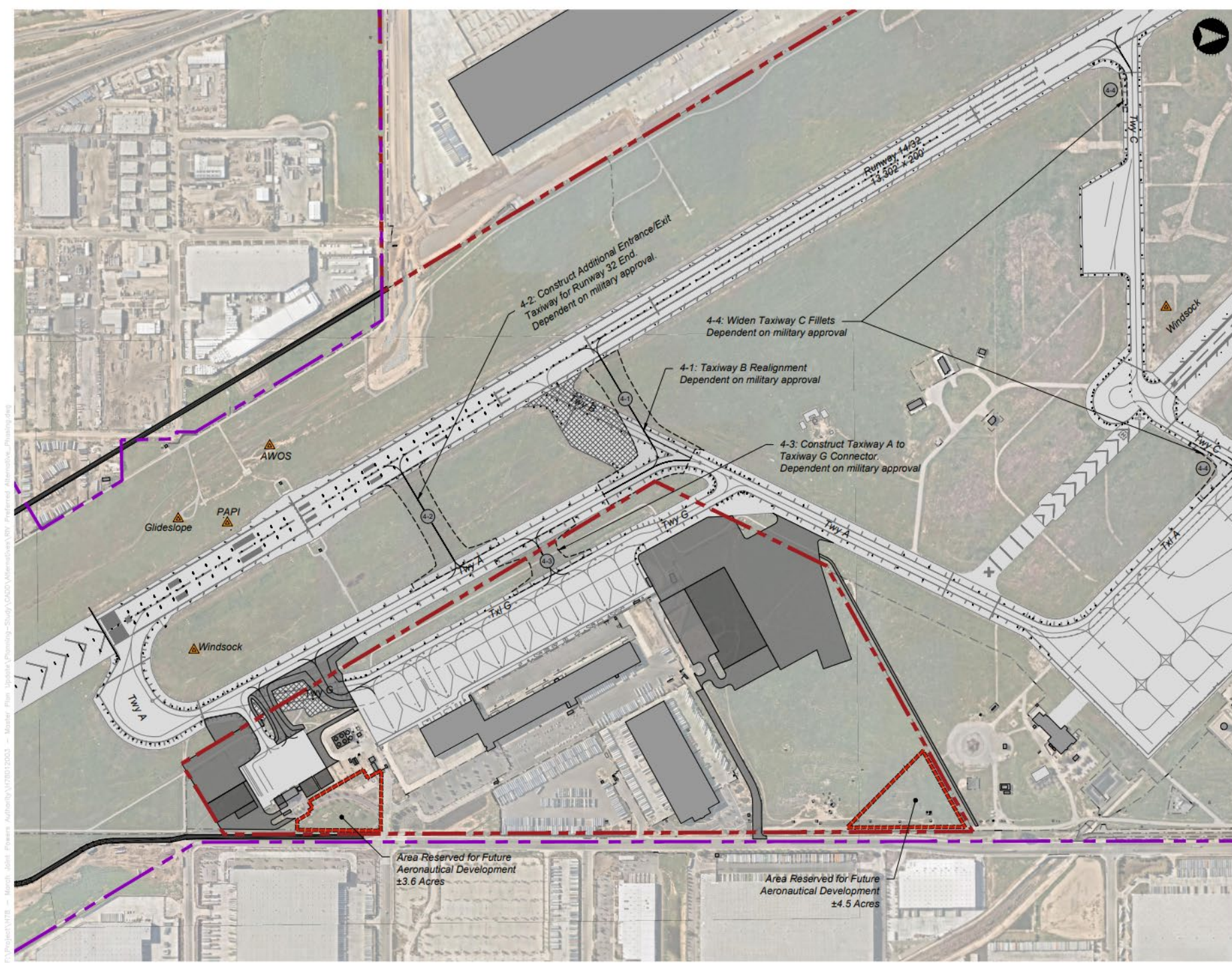
APPROVED AIRPORT LAYOUT PLAN

- Airport Property Line
- Civilian Aviation Area Conveyances
- Existing Buildings
- Existing Pavement
- Existing NAVAID
- Pavement Constructed in Previous Phase
- Buildings Constructed in Previous Phase
- - - Proposed Pavement - Phase 4



March Inland Port Airport Master Plan

Source: C&S Engineers, Inc., Aerial imagery provided by NearMap



FAA
Designated
Reliever
Airport in
NPIAS

Proposed Project



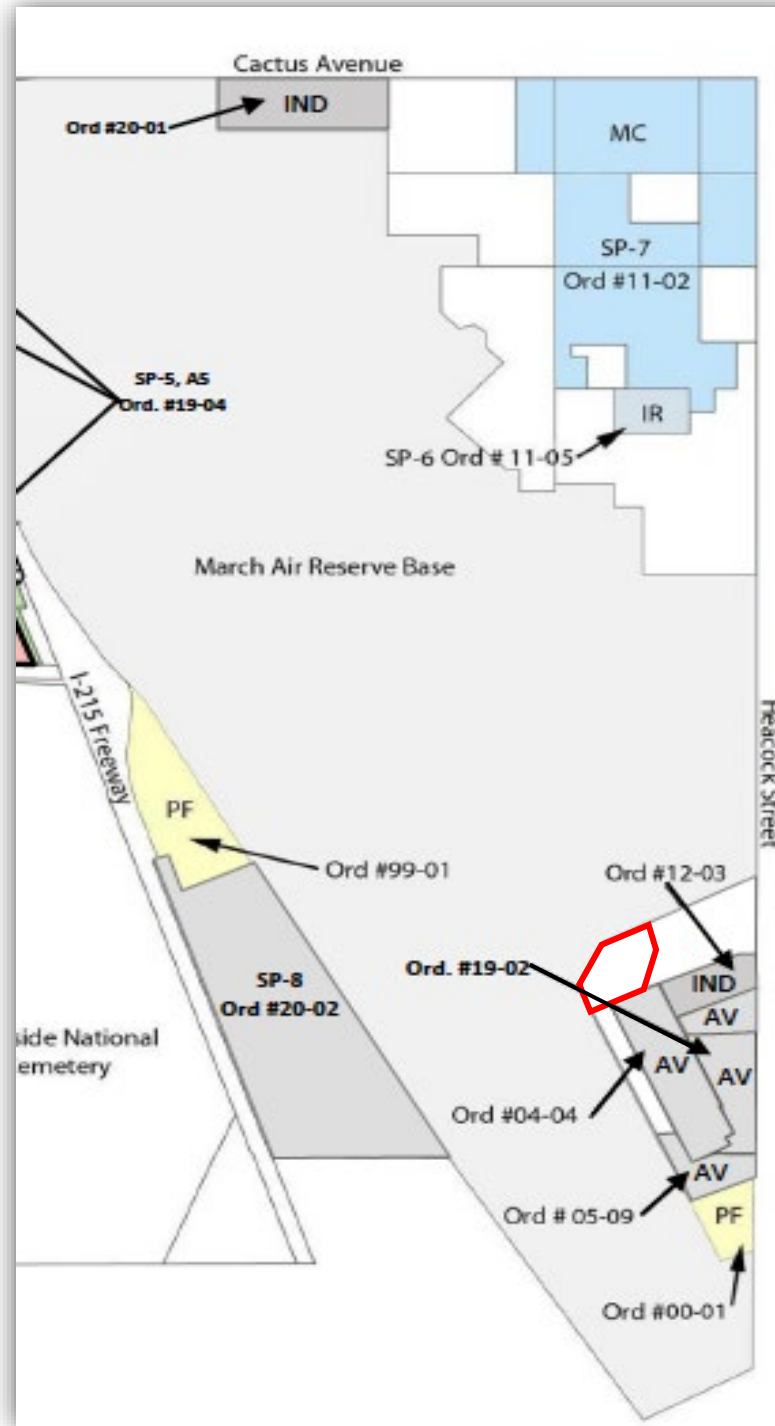
Project Objectives

- More fully utilize MIPAA's operation capacity to meet regional demands for general aviation uses and military contractor support for MARB, within Southern California and the greater region.
- Provide appropriate land use to comply with the March ARB/Inland Port Airport Compatibility Plan and General Plan parameters.
- Avoid impacts to, or impediment of, the remediation of the burn areas within Site 7.
- Provide increased job opportunities for residents through employment-generating businesses.
- Improve access to the existing taxiways for all airport users.
- Facilitate the development of aviation uses other than federal military aviation as mandated by the Joint Use Agreement.



Zone Change Proposal

No Designation to Aviation



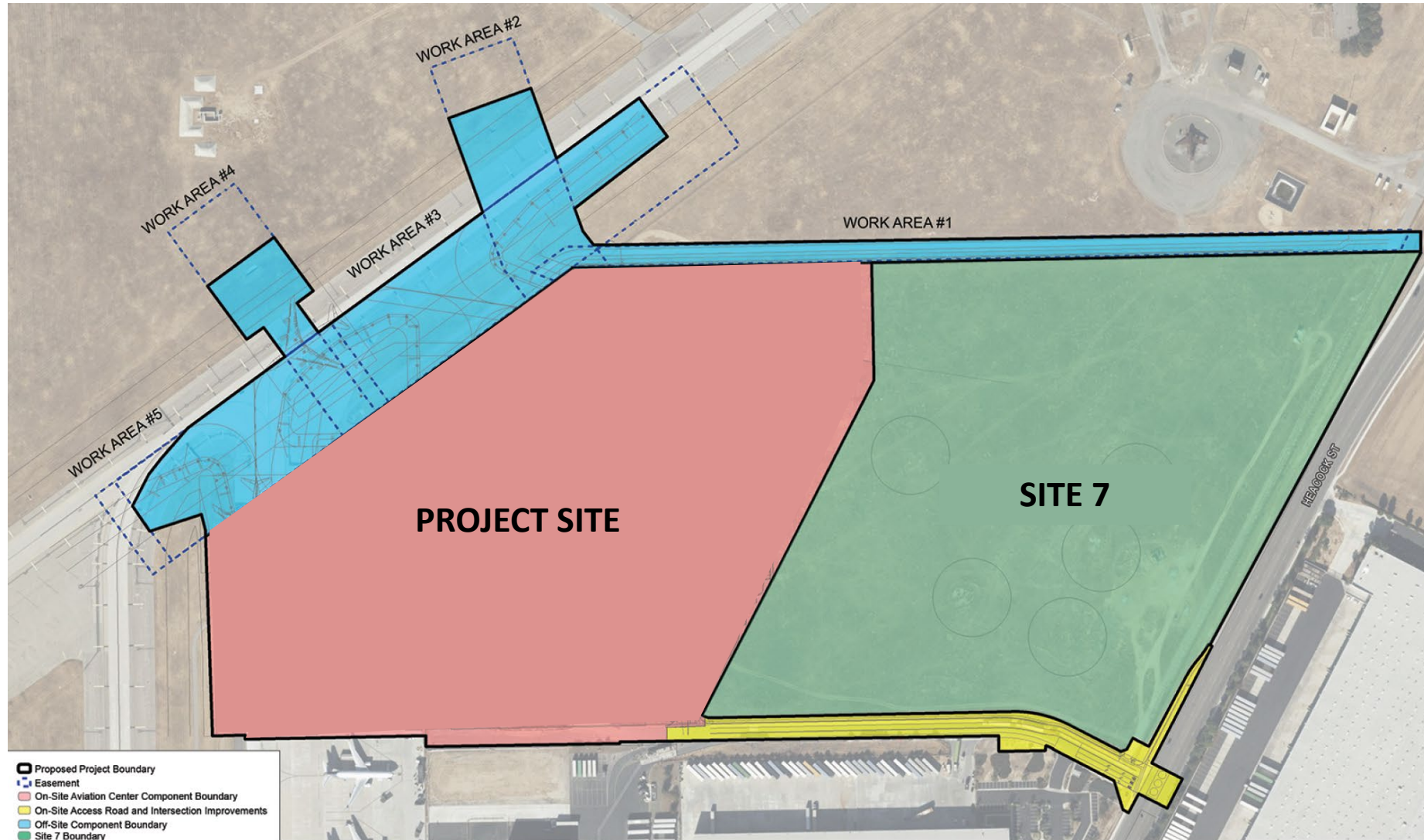
Legend:

- Aviation
- Industrial
- Medical Campus Specific Plan SP-7
- Public Facility
- Institutional Residential Specific Plan SP-6
- Meridian Specific Plan Amendment SP-5
- AICUZ Accident Potential Zones
- School Overlay Zone
- Residential R-20
- Veterans Industrial Park 215 Specific Plan SP-8
- Proposed Project Boundary





Plot Plan Proposal: Onsite Component



Building Elevations



EAST ELEVATION



NORTH ELEVATION

FINISH SCHEDULE

1. FIELD COLOR: SHERWIN WILLIAMS SW 9173 SHITAKE
2. ACCENT COLOR: SHERWIN WILLIAMS SW 7507 STONE LION
3. BASE COLOR: SHERWIN WILLIAMS SW 7508 TAVERN TAUPE
4. GLAZING: PPG SOLARCOOL PACIFICA IN CLEAR ANODIZED ALUMINUM STOREFRONT. THE MAXIMUM ALLOWABLE REFLECTANCE OF GLASS SHALL BE 25%.



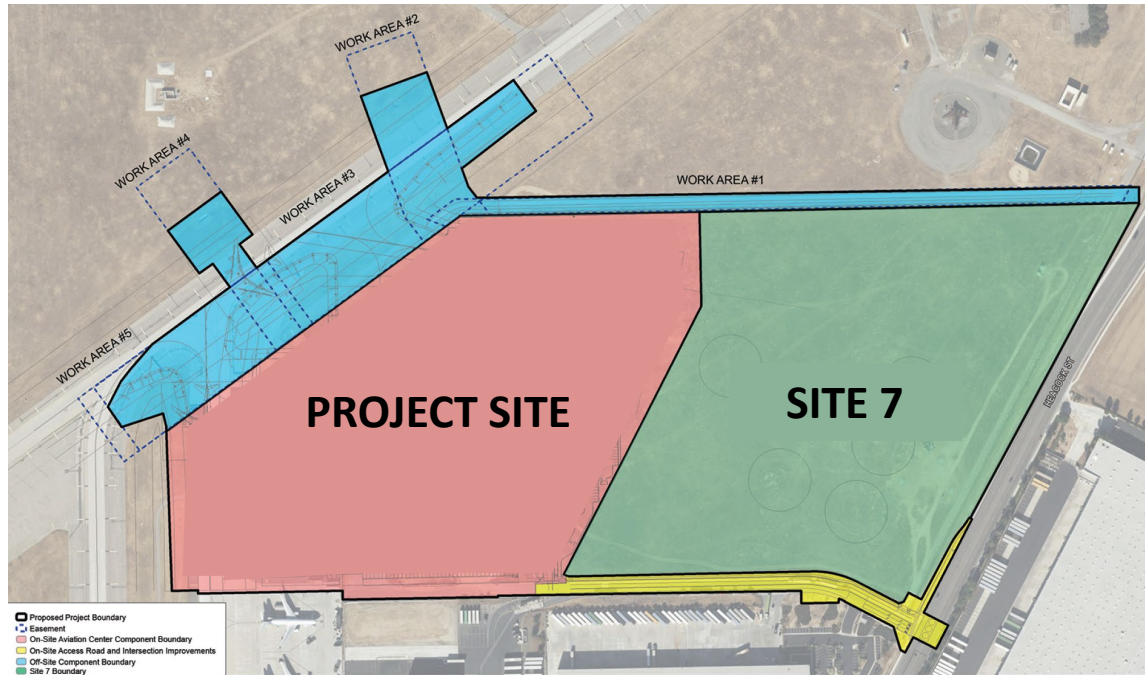
WEST ELEVATION



SOUTH ELEVATION



Plot Plan Proposal: Offsite Component



- Expansion of Taxiway G.
- New connection to Taxiway A.
- Tarmac and parking apron expansion.
- Offsite construction for the Benefit of the March ARB
 - perimeter access roadway
 - Storm drain system improvements
 - Taxiway reconfiguration and realignment
 - Force protection fencing



Joint Use Implications

- Compliance with FAA Grant Assurances as Reliever Airport
- Consistency with Joint Use Agreement with Air Force
- Perimeter military force protection fencing
- Military security access roadway.
- Protection of military hot pad flooding during a heavy storm event.
- Taxiway G expansion
- Taxiway A expansion
- Joint Use Agreement landing fees for military runway and control tower maintenance.



Alternative 5 (FEIR Not Released)

- Alternative 5
 - No night flights (10:00 p.m. – 6:59 a.m.)
 - 10% reduction in overall flight operations

Comparison of Project and Alternative 5 Flight Operations						
	Non-Peak Daily FO	Peak Daily FO	Annual Daytime FO	Annual Evening FO	Annual Nighttime FO	Total Annual FO
Project	34	44	5361	4744	503	10,608
Alternative 5	30	40	5278	4271	0	9,548
Difference	-4	-4	-83	-473	-503	-1,060
Percent change	-11.8%	-9%	-1.6%	-10%	-100%	-10%



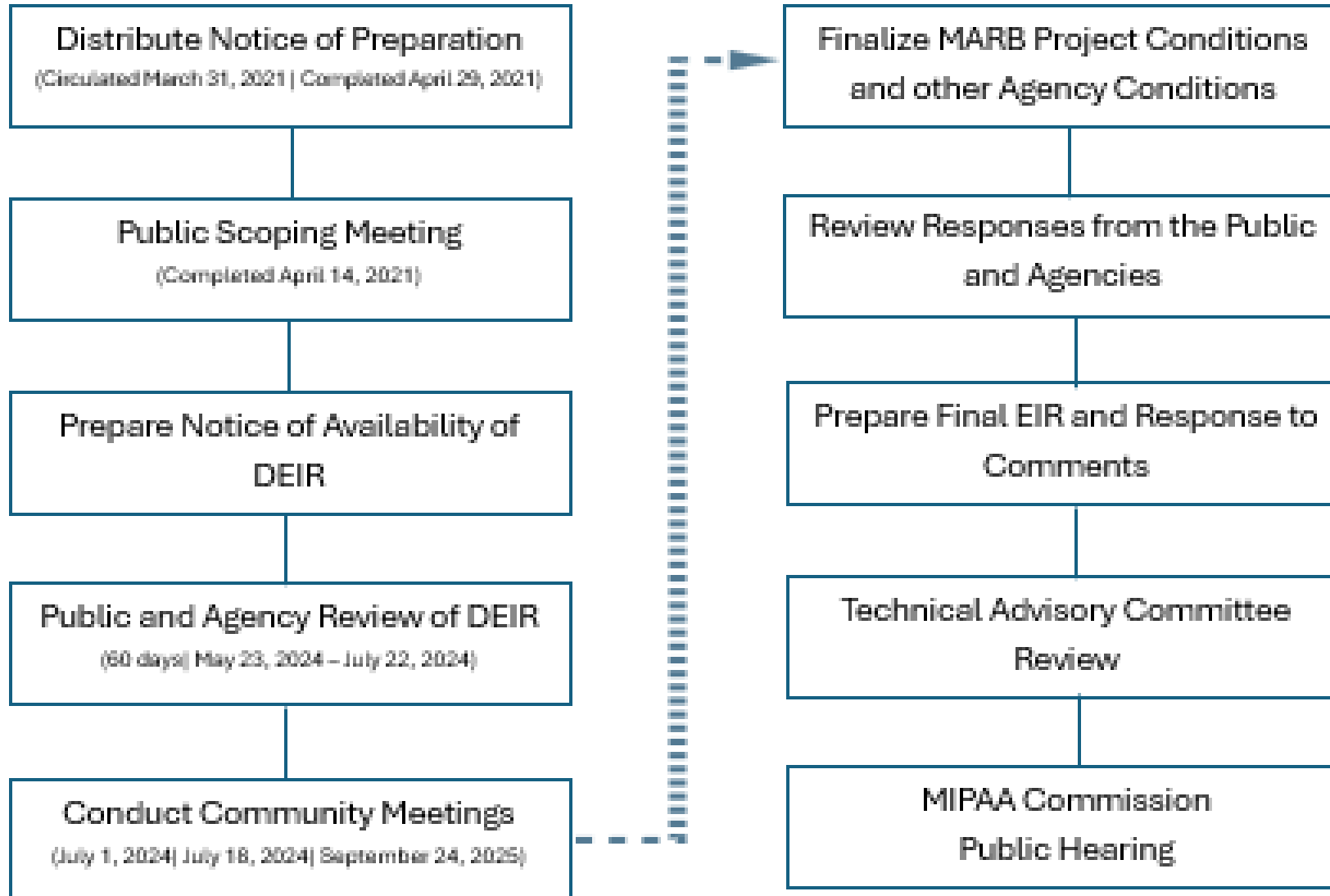
JUA and Civil Airport Operations

- Cap of 21,000 flight operations for MIPAA per the JUA with Air Force.

Comparison of Proposed D-1 Project Operations and Current MIPAA Operations	
	Number of Operations
JUA Allowed Operations	21,000
Current MIPAA Operations* Post Prime Air – April through August ‘25	364*
Proposed D-1 Project Operations (Alternative 5)	9,548
Remaining Operations	9,530**
* Number of MIPAA Operations for April through August 2025.	
** Remaining Operations if D-1 Project was Approved.	
Note: Calendar Year 2024 MIPAA operational remittances to MARB was \$102,769.76.	



Project Timeline



Questions/Answers

