
IV Mitigation Monitoring and Reporting Program

California Public Resources Code Section 21081.6 requires that, upon certification of an EIR, “the public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation.”

This chapter contains the mitigation monitoring and reporting program (MMRP) that has been developed for the Meridian D-1 Aviation Center Project (Proposed Project). This MMRP has been developed in compliance with Public Resources Code Section 21081.6 and Section 15097 of the CEQA Guidelines. The Project Design Features (PDFs) and mitigation measures in the table are coded by alphanumeric identification consistent with the EIR. The following items are identified for each PDF and mitigation measure:

- **Monitoring.** This section of the MMRP lists the stage of the Proposed Project during which the PDF or mitigation measure would be implemented and the stage during which proper implementation would be monitored and verified. It also lists the agency that is responsible for ensuring that the PDF or mitigation measure is implemented and that it is implemented properly.
- **Verification of Compliance.** This section of the MMRP provides a location for the implementing party and/or enforcing agency to make notes and to record their initials and the compliance date for each PDF and mitigation measure.

This MMRP shall be enforced throughout all phases of the Proposed Project. The Applicant or its successor shall be responsible for implementing each Project Design Feature and mitigation measure and shall maintain records demonstrating compliance with each Project Design Feature and Mitigation Measure.

After review and approval of the final MMRP by the lead agency, minor changes and modifications to the MMRP are permitted, but can only be made by the Applicant or its successors subject to Lead Agency approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMRP and the need to protect the environment with a workable program. No changes will be permitted unless the MMRP continues to satisfy the requirements of CEQA, as determined by the lead agency.

PDFs are listed first for each environmental topic, with mitigation measures (MMs) related to each specific threshold following the PDFs.

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Table IV-1. Mitigation Monitoring and Reporting Program for Meridian D-1 Gateway Aviation Center Project

| Project Design Feature/Mitigation Measure | Monitoring/Reporting | | | Verification of Compliance | | |
|---|---|---|---|----------------------------|------|----------|
| | Monitoring/Reporting Phase | Monitoring/Reporting Method | Enforcing Agency and Responsible Agency | Initial | Date | Comments |
| Air Quality | | | | | | |
| Mitigation Measures | | | | | | |
| MM-AQ-1. Construction Management Plan. Prior to the issuance of a grading permit, the applicant shall prepare and submit to the March Inland Port Airport Authority (MIPAA) for approval a Construction Management Plan to ensure that off-road diesel construction equipment rated at 50 horsepower or greater complies with U.S. Environmental Protection Agency/California Air Resources Board Tier 4 off-road emissions standards or equivalent and that all construction equipment is tuned and maintained in accordance with the manufacturer’s specifications. All equipment maintenance records and data sheets, including design specifications and emission control tier classifications, shall be kept on site and furnished to MIPAA or other regulators upon request. | Prior to issuance of a grading permit | Review and approval of construction management plan submitted by the Grading and/or Building Superintendent | MIPAA | | | |
| MM-AQ-2. Construction Requirements. Prior to issuance of a grading permit and/or building permit, the applicant shall provide evidence to March Inland Port Airport Authority (MIPAA) that the subject plans contain the following requirements and restrictions: A. No grading shall occur on days with an Air Quality Index forecast greater than 150 for particulates or ozone as forecasted for the project area (Source Receptor Area 24). B. Active ground disturbance shall not exceed 20 acres per day. C. Contractor shall require all heavy-duty trucks hauling onto the project site to be model year 2014 or later. This measure shall not apply to trucks that are not owned or operated by the contractor since it would be infeasible to prohibit access to the site by any truck that is otherwise legal to operate on California roads and highways. D. No construction equipment idling longer than 3 minutes shall be permitted. No off-road diesel-powered equipment shall be in the “on” position for more than 8 hours per day. E. No diesel-powered portable generators shall be used, unless necessary due to emergency situations or constrained supply. F. Contractor required to provide transit and ridesharing information to on-site construction workers. G. Contractor required to establish location for food or catering truck service to construction workers and to cooperate with food service providers to provide consistent food service. H. Use of electric-powered hand tools, forklifts, and pressure washers, to the extent feasible. I. Designation of an area in the construction site where electric-powered construction vehicles and equipment can charge. J. Project will utilize “Super-Compliant” low volatile organic compound (VOC) paints that have been reformulated to exceed the regulatory VOC limits put forth in the South Coast Air Quality Management District’s Rule 1113. Super-Compliant low VOC paints shall be no more than 10 grams per liter (g/L) of VOC. Alternatively, the applicant may utilize tilt-up concrete buildings that do not require the use of architectural coatings. | Prior to issuance of a grading permit and/or building permit | Review and approval of construction plans submitted by the Grading and/or Building Superintendent | MIPAA | | | |
| MM-AQ-3. Improved Energy Efficiency and Water Reduction. A. Building Design – Prior to issuance of a building permit, March Inland Port Airport Authority (MIPAA) shall confirm that building plans include the following: 1. Building constructed to achieve 2023 Leadership in Energy and Environmental Design (LEED) Silver certification standards or equivalent, at a minimum. 2. Energy Star-certified light bulbs and light fixtures. | Prior to issuance of a building permit; prior to issuance of a certificate of occupancy | Review and approval of building and landscape plans, and any tenant agreements submitted | MIPAA | | | |

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| <div>3. Duct insulation to a minimum level (R-6) of and modestly enhanced window insulation (0.28 or less U-factor, 0.22 or less solar heat-gain coefficient [SHGC]).</div> <div>4. A modest cool roof, defined as Cool Roof Rating Council Rated 0.15 aged solar reflectance and 0.75 thermal emittance.</div> <div>5. Heating, ventilation, and air conditioning equipment with a season energy efficiency ratio of 14 or higher and energy efficiency ratio [EER] 14/78% annual fuel utilization efficiency [AFUE] or 8 heating seasonal performance factor [HSPF].</div> <div>6. Water heaters with an energy factor of 0.92 or higher.</div> <div>7. All occupied rooms shall have some form of daylighting (e.g., skylights or windows).</div> <div>8. At least 50% of artificial lighting unit fixtures shall be high efficacy.</div> <div>9. Waterless urinals and high efficiency toilets.</div> <div>10. Water-efficient faucets (1.28 gpm).</div> <div>11. Blower door home energy rating system (HERS) verified envelope leakage or equivalent.</div> <div>12. Enhanced insulation (rigid wall insulation R-13 or equivalent, roof/attic R-38).</div> <div>13. Cool surface treatments on all drive aisles and parking areas or with a solar-reflective cool pavement such as concrete subject to Airport Land Use Commission (ALUC) approval.</div> <div>B. Landscape Design – Prior to issuance of a building permit, MIPAA shall confirm building and landscaping plans include the following:</div> <div>1. Electrical outlets to each of the areas in the vicinity of the building that are to be landscaped so that electrical equipment shall be used for landscape maintenance. This measure may also be satisfied by locating charging stations around the building to accommodate battery-operated equipment.</div> <div>2. Landscape non-potable water system shall meet “purple” pipe standards.</div> <div>3. Water efficient landscaping having no turf and only drought-tolerant plants and including additional water-efficient irrigation controls such as smart irrigation controllers.</div> <div>C. Tenant Agreement Requirements – Prior to issuance of a certificate of occupancy, MIPAA shall confirm any tenant agreement includes the following:</div> <div>1. Require the use of electric or battery-operated equipment for landscape maintenance.</div> <div>2. Require the use of electric service yard trucks (hostlers), pallet jacks and forklifts, and other on-site equipment, with necessary electrical charging stations provided. Yard hostlers may be diesel fueled in lieu of electrically powered, provided that the occupant submits a letter identifying that electric hostlers are technically infeasible and provided such yard hostlers are compliant with California Air Resources Board (CARB) Tier 4 Final compliant for off-road vehicles. As an alternative, hydrogen fuel-cell or compressed natural gas (CNG) powered equipment shall also be acceptable.</div> <div>3. Require provision of the following information annually to employees and truck drivers as appropriate:</div> <div>a. Building energy efficiency, solid waste reduction, recycling, and water conservation.</div> <div>b. Vehicle greenhouse gas (GHG) emissions, electric vehicle charging availability, and alternate transportation opportunities for commuting.</div> <div>c. Participation in the Voluntary Interindustry Commerce Solutions (VICS) “Empty Miles” program to improve goods trucking efficiencies.</div> <div>d. Health effects of diesel particulates, state regulations limiting truck idling time, and the benefits of minimized idling.</div> <div>e. The importance of minimizing traffic, noise, and air pollutant impacts to any residences in the Project vicinity.</div> | | | | | | |

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| f. Efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks. | | | | | | |
| MM-AQ-4. Truck Requirements. A. Building Design – Prior to issuance of a building permit, March Inland Port Airport Authority (MIPAA) shall confirm the following: 1. The loading docks shall be designed to accommodate SmartWay trucks. 2. Conduit shall be installed in truck courts in logical locations that would allow for the future installation of charging stations for electric trucks, in anticipation of this technology becoming available. 3. Applicant shall provide project specifications, drawings, and calculations that demonstrate that main electrical supply lines and panels have been sized to support ‘clean fleet’ charging facilities, including heavy trucks and delivery vehicles, when these trucks become available. The calculations shall be based on reasonable predictions from currently available truck manufacturer’s data. Electrical system upgrades that exceed reasonable costs shall not be required. B. Anti-Idling Signs – Prior to issuance of a certificate of occupancy, MIPAA shall confirm the following: C. Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include (1) instructions for truck drivers to shut off engines when not in use; (2) instructions for drivers of diesel trucks to restrict idling to no more than 3 minutes once the vehicle is stopped, the transmission is set to “neutral” or “park,” and the parking brake is engaged; and (3) telephone numbers of the building facilities manager, South Coast Air Quality Management District, and CARB to report violations. Prior to the issuance of an occupancy permit, MIPAA shall conduct a site inspection to ensure that the signs are in place. One 6-square-foot sign providing this information shall be located on the building between every two dock-high doors and the sign shall be posted in highly visible locations at the entrance gates, semi parking areas, and trailer parking locations. 1. Prior to issuance of a certificate of occupancy, March Inland Port Airport Authority shall confirm any tenant agreement includes the following: 2. Tenant to apply in good faith for funding to replace/retrofit their trucks, such as Carl Moyer, VIP, Prop 1B, SmartWay Finance, or other similar funds. If awarded, the tenant shall be required to accept and use the funding. Tenant shall be encouraged to consider the use of alternative fueled trucks, as well as new or retrofitted diesel trucks. Tenant shall also be encouraged to become SmartWay Partners, if eligible. 3. Tenant shall monitor and ensure compliance with all current air quality regulations for on-road trucks including CARB’s Heavy-Duty (Tractor-trailer) Greenhouse Gas Regulation, Periodic Smoke Inspection Program, and the Statewide Truck and Bus Regulation, as applicable. | Prior to issuance of a building permit; prior to issuance of a certificate of occupancy | Review and approval of building plans and any tenant agreements submitted | MIPAA | | | |
| MM-AQ-5. Commute Trip Reduction. Prior to issuance of a certificate of occupancy, March Inland Port Airport Authority shall confirm any tenant agreement includes the following: A. Reservation of a total of 5% of vehicle/employee parking spaces for preferential spaces for carpools and van pools. | Prior to issuance of a certificate of occupancy | Review and approval of any tenant agreements submitted | MIPAA | | | |

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| B. Provision of short- and long- term bicycle parking facilities to meet peak season maximum demand (one bike rack space per 20 vehicle/employee parking spaces). C. Provision of “end-of-trip” facilities including showers, lockers, and changing space (four clothes lockers and one shower provided for every 80 employee parking spaces). D. Provision of on-site food vending machines or refrigerator, microwave oven, and mail facilities (i.e., drop box) at the project site. Office space shall include an on-site computer, internet connection, and other services for personal employee use. E. Requirement to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking. | | | | | | |
| MM-AQ-6. Additional Air Quality Tenant Requirements. Prior to issuance of a certificate of occupancy, MIPAA shall confirm any tenant agreement includes the following: A. Tenant shall not use diesel back-up generators, unless absolutely necessary. Tenant shall provide documentation demonstrating, to MIPAA’s satisfaction, that no other back-up energy source(s) are available and sufficient for the building’s needs. If absolutely necessary, at the time of initial operation, generators shall have Best Available Control Technology (BACT) that meets CARB’s Tier 4 emission standards or meets the most stringent in-use standard, whichever has the least emissions. In the event rental back-up generators are required during an emergency, the units shall be located at the project site for only the minimum time required. Tenant shall make every effort to utilize rental emergency backup generators that meet CARB’s Tier 4 emission standards or have the least emissions. B. Tenant shall sweep the property monthly, including parking lot and truck court, to remove road dust, tire wear, brake dust, and other contaminants. C. Tenant shall comply with all applicable requirements of the MMRP, a copy of which shall be attached to each agreement. | Prior to issuance of a certificate of occupancy | Review and approval of any tenant agreements submitted | MIPAA | | | |
| Biological Resources | | | | | | |
| Mitigation Measures | | | | | | |
| MM-BIO-1A. Burrowing Owl Avoidance and Minimization Measures. Prior to the initiation of ground disturbance, a qualified biologist shall conduct pre-construction surveys for burrowing owl to determine presence/absence of the species. The survey shall be conducted in accordance with the most current and applicable California Department of Fish and Wildlife (CDFW) protocol within 30 days of site disturbance. If burrowing owls are not detected during the clearance survey, no additional mitigation is required. Pre-construction surveys shall include suitable burrowing owl habitat within the project footprint and within 500 feet of the project footprint (or within an appropriate buffer as required in the most recent guidelines and where legal access to conduct the survey exists). If burrowing owls are not detected during the clearance survey, no additional mitigation is required. If burrowing owl is detected, occupied burrowing owl burrows shall not be disturbed during the breeding season (February 1 through August 31) unless a qualified biologist approved by CDFW verifies through non-invasive methods that either the birds have not begun egg laying and incubation, or that juveniles from the occurred burrows are foraging independently and capable of independent survival. Disturbance buffers shall be implemented by a qualified biologist in accordance with the recommendations within CDFW’s 2012 Staff Report on Burrowing Owl | Prior to initiation of ground disturbance | Conduct, and provide results of pre-construction surveys in a Burrowing Owl Pre-construction Survey Report | MIPAA, CDFW (as applicable) | | | |

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| <p>Mitigation and in coordination with CDFW. A biologist shall be contracted to perform monitoring approximately every other day during all ground disturbance and construction activities. The definitive frequency and duration of monitoring shall be dependent on whether it is the breeding season or the non-breeding season and the efficacy of the exclusion buffers, as determined by a qualified biologist and in coordination with CDFW.</p> <p>If burrowing owl is detected during the non-breeding season (September 1 through January 31) or confirmed to not be nesting, a non-disturbance buffer between Proposed Project activities and the occupied burrow shall be installed by a qualified biologist in accordance with the recommendations in CDFW’s 2012 Staff Report on Burrowing Owl Mitigation and in coordination with CDFW. The project applicant shall submit at least one burrowing owl pre-construction survey report to the satisfaction of the March Inland Port Airport Authority and CDFW to document compliance with this mitigation measure. For the purposes of this mitigation measure, a “qualified biologist” is a biologist who meets the requirements set forth in the CDFW 2012 Staff Report on Burrowing Owl Mitigation.</p> | | | | | | |
| <p>MM-BIO-1B. Burrowing Owl Relocation and Mitigation Plan.</p> <p>If burrowing owls are identified within the project site, a Burrowing Owl Relocation and Mitigation Plan (Plan) shall be prepared and submitted for approval by the California Department of Fish and Wildlife (CDFW). Any passive or active relocation shall only occur outside the burrowing owl breeding season. Once the Plan is approved, any passive or active relocation of non-breeding burrowing owls from the project site shall be implemented by a qualified biologist. The Plan shall detail methods and guidance for passive or active relocation of burrowing owls from the project site, as well as any proposed mitigation (e.g., replacement habitat, creation of artificial burrows, identification of conservation lands, or as otherwise described in the CDFW 2012 Staff Report on Burrowing Owl Mitigation). The Plan will also provide a description of surrounding suitable habitat conditions; describe any monitoring (if passive relocation is implemented); locate a receiver site and assess the conditions for burrowing owl suitability (if active relocation is implemented) followed by burrowing owl relocation activity details, and implement monitoring and management of relocated owls on the receiver site; and describe reporting requirements. Additional compensatory mitigation may also be required by CDFW if occupied burrows or territories occur within the permanent impact footprint. In coordination with CDFW, any additional compensation may include off-site enhancement or expansion of burrows for breeding, shelter and dispersal opportunity, and removal or control of population stressors. Off-site mitigation may also require long-term protection through a conservation easement or other protective measure. Compensatory mitigation shall also be detailed in the Burrowing Owl Relocation and Mitigation Plan.</p> | Prior to initiation of ground disturbance | Review and approval of a Burrowing Owl Relocation and Mitigation Plan if required | MIPAA, CDFW (as applicable) | | | |
| <p>MM-BIO-2. Best Management Practices.</p> <p>To avoid impacts to special-status resources and inadvertent disturbance to areas outside the project construction limits, the following monitoring requirements and best management practices (BMPs) shall be implemented:</p> <p>1. A biologist shall be contracted to perform daily monitoring during initial vegetation removal and throughout ground-disturbing activities that result in the breaking of the ground surface. After initial vegetation removal and ground disturbance that results in breaking of the ground surface, a biologist shall be contracted to perform regular random checks (not less than once per week but the frequency could be increased depending on the presence of special-status species) to ensure that all mitigation measures and BMPs are implemented. In addition, monitoring reports and a post-construction monitoring report shall be prepared to document compliance with these mitigation measures and BMPs and submitted to the March Inland Port Airport Authority (MIPAA).</p> | Prior to start of construction activities and during construction activities | Presence of a qualified biologist; Presence of work limit delineation; Daily monitoring and random checks; Review monitoring reports and post-construction monitoring reports; Review of landscape plans | MIPAA | | | |

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| <p>2. To prevent inadvertent disturbance to areas outside the limits of work, the construction limits shall be clearly demarcated (e.g., installation of flagging or temporary visibility construction fence) prior to ground-disturbing activities, and all construction activities, including equipment staging and maintenance, shall be conducted within the marked disturbance limits. The work limit delineation shall be maintained throughout project construction. Should construction fencing be installed to delineate the limits of work, adequate openings along the northern and western perimeters shall be established to allow for dispersal of wildlife into the adjacent undeveloped lands. The contractor shall consult with the biological monitor to confirm that construction fencing will prevent unauthorized access beyond the limits of work while allowing wildlife to escape from active construction areas.</p> <p>3. A biologist shall flush special-status species (i.e., avian or other mobile species) from suitable habitat areas immediately prior to initial vegetation removal activities.</p> <p>4. Construction vehicles shall not exceed 15 mph on unpaved roads adjacent to the project site or the right-of-way accessing the site.</p> <p>5. If trash and debris need to be stored overnight during construction activities, fully covered trash receptacles that are animal proof and weather proof shall be used by the contractor to contain all food, food scraps, food wrappers, beverage containers, and other miscellaneous trash. Alternatively, standard trash receptacles may be used during the day, but must be removed each night.</p> <p>6. Temporary structures and storage of construction materials shall not be located in jurisdictional waters, including wetlands or riparian areas.</p> <p>7. Staging/storage areas for construction equipment and materials shall not be located in jurisdictional waters, including wetland or riparian areas.</p> <p>8. The operator shall not permit pets on or adjacent to construction sites.</p> <p>9. As per the Landscaping Guidelines of the Resource Management Element of the 1999 March JPA General Plan, drought-tolerant vegetation and native vegetation shall be used, consistent with March JPA Landscape Water Efficiency Ordinance No. JPA 16-03, with the purpose of preserving existing native vegetation, as applicable. A qualified botanist shall review landscape plans to recommend appropriate provisions to minimize the spread of invasive plant species, as listed by the California Invasive Plant Council (www.cal-ipc.org) and California Native Plant Society (www.cnps.org), within the project site. Provisions may include installation of container plants and/or hydro-seeding areas adjacent to existing, undisturbed native vegetation areas with native plant species that are common within temporary impact areas, and review and screening of proposed plants to identify and avoid potential invasive species and weed removal during the initial planting of landscaped areas. Species used in landscaping shall not include trees that would attract raptor or other large avian species, thus potentially facilitating increased risk of aircraft/bird strikes.</p> <p>10. To avoid the creation of wildlife attractants that could pose risks to aircraft operations and to comply with the Airport Land Use Compatibility Plan for March Air Reserve Base, landscape plans shall be reviewed by a Federal Aviation Administration-Qualified Airport Wildlife Biologist.</p> | | | | | | |
| <p>MM-BIO-3. San Diego Black-Tailed Jackrabbit Avoidance and Minimization Measures.</p> <p>Thirty days prior to ground-disturbing activities, a qualified biologist shall conduct a survey within the proposed disturbance zone and within 200 feet of the disturbance zone for San Diego black-tailed jackrabbit. If San Diego black-tailed jackrabbits are present, non-breeding rabbits shall be flushed from areas to be disturbed. Dens, depressions, nests, or burrows occupied by pups shall be flagged and ground-disturbing activities shall be avoided within a minimum of 200 feet during the pup-rearing season (February 15 through July 1). This buffer may be reduced based on the location of</p> | 30 days prior to start of ground-disturbing activities and during ground-disturbing activities | Review of preconstruction survey; daily monitoring; review of written report if applicable | MIPAA, CDFW (as applicable) | | | |

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| the den upon consultation with the California Department of Fish and Wildlife (CDFW). Occupied maternity dens, depressions, nests, and burrows shall be flagged for avoidance. A biologist shall be contracted to perform daily monitoring during initial vegetation removal and throughout ground-disturbing activities that result in the breaking of the ground surface, as further described in MM BIO-2. If construction fencing is installed, the contractor shall establish adequate openings within the northern and western fence perimeters to allow for passive dispersal into adjacent undeveloped lands during construction. Fence openings will not include openings that direct wildlife to existing aircraft operations. If unattended young are discovered, they shall be relocated to suitable habitat by a qualified biologist. The biologist shall document all San Diego black-tailed jackrabbits identified, avoided, and/or moved, and provide a written report to CDFW within 72 hours. Collection and relocation of animals shall only occur with the proper scientific collection and handling permits, and only in consultation with CDFW. | | | | | | |
| MM-BIO-4. Nesting Bird Avoidance and Minimization Measures. To avoid direct impacts to raptors and/or native/migratory birds (including California horned lark), vegetation removal and grading activities should occur outside the breeding season (February 1 through September 15) for these species. If removal of habitat in the proposed area of disturbance must occur during the breeding season (September 16 through January 31), a qualified biologist shall conduct a pre-construction survey to determine the presence or absence of nesting birds in the proposed area of disturbance. The pre-construction survey shall be conducted within 3 calendar days prior to the start of ground disturbance (including removal of vegetation). If an active nest is found, a qualified avian biologist shall alert the Operations Manager or Wildlife Hazard Manager at March Air Reserve Base to the presence of the nest to determine whether the nest poses risks to aircraft operations. The biologist shall establish an exclusion buffer, with the established buffer width being dependent on preventing all disruption of nesting behavior and nest activity. All active nests shall be monitored throughout construction, at a frequency determined by a qualified biologist, until ground disturbance and construction activities are concluded or the nest is no longer active, whichever occurs first. The biological monitor shall exercise caution to minimize disturbance to the nest. Photographs and other documentation shall be conducted away from the nest to prevent disturbance. Geographic information system (GIS) points shall be taken at/near the active nest only to the extent that the nest will not be disturbed, and nesting behavior will not be disrupted. | Prior to and during construction | Review of pre-construction surveys; monitoring throughout construction | MIPAA | | | |
| MM-BIO-5. Jurisdictional Waters Permitting and Regulatory Agency Permitting. The project site supports aquatic resources that are considered jurisdictional under the U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), and California Department of Fish and Wildlife (CDFW). Prior to ground disturbance, the project applicant shall coordinate with the USACE, Los Angeles District, to assure conformance with the requirements of Section 404 of the Clean Water Act and with the Santa Ana RWQCB (Region 8) to ensure conformance with the requirements of Section 404/401 of the Clean Water Act and the Porter-Cologne Water Quality Control Act. Prior to activity within CDFW-jurisdictional streambed or associated riparian or wetland habitat, the project applicant shall coordinate with CDFW (Eastern Sierra and Inland Desert Region 6) relative to conformance to the Lake and Streambed Alteration permit requirements. The Proposed Project shall mitigate at not less than 1:1 with reestablishment credits (0.45 acres USACE/0.45 acres RWQCB/0.49 acres CDFW) for impacts to aquatic resources as part of an overall strategy to ensure no net loss. Mitigation shall be completed through use of a mitigation bank or other applicant-sponsored mitigation. Final mitigation ratios and credits shall be determined | Prior to ground disturbance | Documentation of mitigation or purchase of credits at an approved mitigation bank; Review and approval of a HMMP if applicant-sponsored mitigation is implemented | MIPAA, USACE, RWQCB, CDFW, and State Water Resources Control Board (as applicable) | | | |

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| <p>through consultation with USACE, RWQCB, and/or CDFW based on agency evaluation of current resource functions and values and through each aquatic resource agency’s respective permitting process.</p> <p>Should applicant-sponsored mitigation be implemented, a Habitat Mitigation and Monitoring Plan shall be prepared in accordance with State Water Resources Control Board guidelines and approved by the agencies in accordance with the proposed program permits. The Habitat Mitigation and Monitoring Plan shall include a conceptual planting plan, including planting zones, grading, and irrigation, as applicable; a conceptual plant palette; weeding practices; a long-term maintenance and monitoring plan; annual reporting requirements; and proposed success criteria. Any off-site applicant-sponsored mitigation shall be conserved and managed in perpetuity. Any off-site applicant-sponsored mitigation shall be located a minimum of 10,000 feet away from the project site in order to avoid creating new wildlife attractants near the airfield.</p> <p>Best management practices shall be implemented to avoid any indirect impacts to jurisdictional waters, as follows:</p> <ol style="list-style-type: none">1. Vehicles and equipment shall not be operated in ponded or flowing water except as described in permits.2. Water containing mud, silt, or other pollutants from grading or other activities shall not be allowed to enter jurisdictional waters or be placed in locations that may be subjected to high storm flows.3. Spoil sites shall not be located within 30 feet from the boundaries of jurisdictional waters or in locations that may be subject to high storm flows where spoils might be washed back into drainages.4. Raw cement/concrete or washings thereof, asphalt, paint or other coating material, oil or other petroleum products, or any other substances that could be hazardous to vegetation or wildlife resources resulting from Proposed Project-related activities shall be prevented from contaminating the soil and/or entering avoided jurisdictional waters.5. No equipment maintenance shall be performed within 100 feet of jurisdictional waters, including wetlands and riparian areas, where petroleum products or other pollutants from the equipment may enter these areas. Fueling of equipment shall not occur on the project site. | | | | | | |
| Cultural Resources | | | | | | |
| Mitigation Measures | | | | | | |
| MM-CUL-1. Archaeological Monitoring. Prior to the commencement of ground-disturbing activities, the project applicant shall retain a qualified Archaeological Principal Investigator (Principal Investigator), meeting the Secretary of the Interior’s Professional Qualification Standards, to oversee monitoring of all mass grading and trenching activities. The Project Archaeologist shall manage and oversee monitoring for all initial ground-disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition, etc. The Project Archaeologist shall have the authority to temporarily divert, redirect, or halt the ground-disturbing activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with the Consulting Tribe(s) and MIPAA. | Prior to issuance of a grading permit | Review and approval of a CRMTP; submission of a Monitoring Report | MIPAA, | | | |
| MM-CUL-2. CRMTP. Prior to the start of ground-disturbing activities, the Project’s qualified archaeological Principal Investigator (Principal Investigator), meeting the Secretary of the Interior’s Professional Qualification Standards, in consultation with the Consulting Tribe(s), March ARB, MIPAA, and the construction manager, shall develop a Cultural Resource Monitoring and Treatment | Prior to the issuing grading permit | Agreement with Cahuilla Band of Indians and the Soboba Band of Luiseño Indians for tribal monitoring; | MIPAA, Cahuilla Band of Indians and the Soboba Band of Luiseño Indians (as applicable) | | | |

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| <p>Plan (CRMTP). The CRMTP shall define the process to be followed upon discovery of cultural resources to ensure the proper treatment, evaluation, and management of cultural resources within the project site, should they be encountered during construction.</p> <p>A. For purposes of CRMTP implementation, the project area subject to monitoring is defined as follows:</p> <ol style="list-style-type: none">1. All areas within the project site boundary specifically in which ground-disturbing activities (e.g., including, but not limited to, clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, and structure demolition) will occur are subject to monitoring.2. Any on-site or off-site ancillary Proposed Project use areas or facility locations are subject to the protocols outlined in the CRMTP. These include, but are not limited to, access roadways, yards/support areas, easements, staging areas, and utility tie-ins. <p>B. The following shall be included in the CRMTP:</p> <ol style="list-style-type: none">1. Project description and location2. Project grading and development scheduling3. Roles and responsibilities of individuals on the Project4. The pre-grading meeting and Cultural Resources Worker Sensitivity Training (MM-CUL-3) details5. The protocols and stipulations that the contractor, MIPAA, Consulting Tribe(s) and Project Archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation (MM-CUL-4, MM-TCR-2)6. The type of recordation needed for inadvertent finds and the stipulations of recordation of sacred items7. Contact information of relevant individuals for the Proposed Project. | | review and approval of a CRMTP; submission of a Monitoring Report | | | | |
| <p>MM-CUL-3. Cultural Resources Worker Sensitivity Training. The CRMTP shall include a requirement for all construction personnel to complete a Cultural Resources Worker Sensitivity Training program (Training) prior to commencement of construction activities. The Training shall be conducted by a qualified archaeologist (Project Archaeologist) and representatives of the Consulting Tribe(s). The Training shall provide (1) the types and characteristics of cultural materials that may be identified during construction and an explanation of the importance of and legal basis for the protection of significant cultural resources; (2) proper procedures to follow in the event that cultural resources or human remains are uncovered during ground-disturbing activities, including procedures for work curtailment or redirection; and (3) protocols for contacting the site supervisor and archaeological and tribal monitor upon discovery of a cultural resources or human remains. All new construction personnel must take the Training prior to beginning ground-disturbing activities.</p> | Prior to excavation and grading activities | Agreement with Cahuilla Band of Indians and the Soboba Band of Luiseño Indians | MIPAA, Cahuilla Band of Indians and the Soboba Band of Luiseño Indians (if applicable) | | | |
| <p>MM-CUL-4. Inadvertent Discovery of Archaeological Resources. In the event that cultural resources are inadvertently unearthed during excavation and grading activities for the Proposed Project, all earth-disturbing activities within a 100-foot radius of the area of the discovery shall cease and the Project Archaeologist shall notify March Air Reserve Base (ARB), March Inland Port Airport Authority (MIPAA), and the Consulting Tribe(s). The Project Archaeologist, in consultation with the Tribes, will evaluate the significance of the find and determine the appropriate course of action. Authorization to resume construction shall be given by March ARB and MIPAA only after an action plan has been agreed to and it has been fulfilled. The action plan shall include implementation of all appropriate measures to protect any possible archaeological resources. Treatment of tribal cultural resources</p> | During excavation and grading activities | Consultation with the NAHC, MLD, and Cahuilla Band of Indians, Soboba Band of Luiseño Indians | MIPAA, Cahuilla Band of Indians and the Soboba Band of Luiseño Indians (if applicable) | | | |

Table IV-1. Mitigation Monitoring and Reporting Program for Meridian D-1 Gateway Aviation Center Project

| Project Design Feature/Mitigation Measure | Monitoring/Reporting | | | Verification of Compliance | | |
|---|----------------------------|--|---|----------------------------|------|----------|
| | Monitoring/Reporting Phase | Monitoring/Reporting Method | Enforcing Agency and Responsible Agency | Initial | Date | Comments |
| <p>inadvertently discovered during the project’s ground-disturbing activities shall be subject to the consultation process required by state law and AB 52.</p> <p>A. All ground-disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the Project Applicant, the Project Archaeologist, the Tribal Representative(s), and MIPAA to discuss the significance of the find.</p> <p>B. At the meeting, the significance of the discoveries shall be discussed and after consultation with the Tribal Representative(s) and the Project Archaeologist, a decision shall be made, with the concurrence of MIPAA, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.</p> <p>C. Further ground disturbance, including but not limited to grading, trenching, etc., shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional tribal monitors if needed.</p> <p>D. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property, so they are not subject to further disturbance in perpetuity as identified in MM-TCR-4 (Non-Disclosure).</p> <p>E. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the Project Archaeologist, in consultation with the Tribe, and shall be submitted to MIPAA for review and approval prior to implementation of said plan.</p> <p>F. Pursuant to California Public Resources Code Section 21083.2(b), avoidance is the preferred method of preservation for archaeological resources and cultural resources. If the project applicant and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or cultural resources, these issues will be presented to MIPAA for decision. MIPAA shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources and the recommendations of the Project Archaeologist and shall consider the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the MIPAA Director shall be appealable to the March Joint Powers Commission.</p> <p>G. Evidence of compliance with this mitigation measure, if a significant archaeological resource is found, shall be provided to MIPAA upon the completion of a treatment plan and final report detailing the significance and treatment finding.</p> | | | | | | |
| <p>MM-CUL-5. Phase IV Report. Prior to final inspection, the Project Archaeologist shall submit two copies of the Phase IV Cultural Resources Monitoring Report that complies with MIPAA’s requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. MIPAA shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the MIPAA Director shall clear this condition. Once the report(s) are determined to be adequate, two copies shall be submitted to the South Coastal Information Center at San Diego State University and one copy shall be submitted to the Pechanga Cultural Resources Department.</p> | Prior to final inspection | Review and approval of a Phase IV Report | MIPAA | | | |

Table IV-1. Mitigation Monitoring and Reporting Program for Meridian D-1 Gateway Aviation Center Project

| Project Design Feature/Mitigation Measure | Monitoring/Reporting | | | Verification of Compliance | | |
|---|--|--|---|----------------------------|------|----------|
| | Monitoring/Reporting Phase | Monitoring/Reporting Method | Enforcing Agency and Responsible Agency | Initial | Date | Comments |
| Geology and Soils | | | | | | |
| Mitigation Measures | | | | | | |
| <p>MM-GEO-1. Paleontological Monitoring Program. Prior to the issuance of a grading permit, the project applicant shall, to the satisfaction of the March Inland Port Airport Authority, submit a paleontological monitoring program drafted by a qualified paleontologist (Paleontologist) in accordance with Society of Vertebrate Paleontology’s 2010 Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources, along with evidence that a paleontological monitor has been retained to monitor mass grading and construction activities and has the authority to temporarily halt or divert construction equipment to allow for removal of abundant or large specimens. As part of the paleontological monitoring program, the project applicant shall implement the following actions:</p> <ul style="list-style-type: none">▪ A paleontological monitor shall be on site during all excavations below the depth of previously disturbed sediments. Specifically, all earthmoving operations above the depth of 3 feet below ground surface (bgs) shall be monitored periodically to identify the sediments being impacted, and any earthmoving operations reaching beyond the depth of 3 feet bgs shall require continuous monitoring for potential paleontological remains.▪ In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor shall temporarily halt and/or divert grading activities to allow evaluation and potential recovery of paleontological resources by the Paleontologist. The area of discovery plus a 50-foot-radius buffer shall be roped off. Once documentation and collection of the find is completed, the monitor shall remove the rope and allow grading to recommence in the area of the find.▪ Recovered specimens shall be identified to the lowest taxonomic level and curated at a repository with permanent retrievable storage that allows for further research in the future, such as the Western Science Center.▪ If, during the paleontological monitoring program, half the Proposed Project excavations have occurred with no fossil recovery, monitoring can be reduced or terminated, as determined by the Paleontologist.▪ A report of findings, including an itemized inventory of recovered specimens and a discussion of their significance when appropriate, shall be prepared upon completion of the research procedures outlined above. The report shall summarize the monitoring program and include geological observations and any paleontological resources recovered during paleontological monitoring for the Proposed Project. Approval of the report and the inventory by the March Inland Port Airport Authority shall signify completion of the mitigation program. | Prior to issuance of a grading permit | Review and approval of a paleontological monitoring program; Review and approval of a report and inventory of findings | MIPAA | | | |
| Greenhouse Gas Emissions | | | | | | |
| Mitigation Measures | | | | | | |
| <p>MM-GHG-1. Installation of EV Charging Stations. Prior to issuance of a building permit, March Inland Port Airport Authority shall ensure that the Proposed Project plans include the circuitry, capacity, and equipment for electric vehicle (EV) charging stations in accordance with Tier 2 of the 2022 CALGreen Code.</p> | Prior to issuance of a building permit | Review of plans and specifications | MIPAA | | | |

Table IV-1. Mitigation Monitoring and Reporting Program for Meridian D-1 Gateway Aviation Center Project

| Project Design Feature/Mitigation Measure | Monitoring/Reporting | | | Verification of Compliance | | |
|--|--|--|--|----------------------------|------|----------|
| | Monitoring/Reporting Phase | Monitoring/Reporting Method | Enforcing Agency and Responsible Agency | Initial | Date | Comments |
| Hazards and Hazardous Materials | | | | | | |
| Mitigation Measures | | | | | | |
| MM-HAZ-1. Hazardous Materials Contingency Plan. Prior to issuance of a grading permit, the project applicant shall submit to MIPAA and March ARB for review and approval a hazardous materials contingency plan (HMCP) that addresses the potential impacts to soil, soil vapor, and groundwater beneath the project site to ensure the health and safety of construction workers and future occupants of the industrial uses on the site. The HMCP shall include procedures for assessment, characterization, handling, transportation, and disposal of potentially contaminated soils and soil vapor, including metals, PAHs, petroleum hydrocarbons and PFAS in soil, and TCE in soil vapor. Contaminated soils shall be managed and disposed of in accordance with federal, state, and local regulations, and in accordance with the rules of the receiving landfill. The HMCP shall be submitted to U.S. Environmental Protection Agency Region IX and the state (California Department of Toxic Substances Control and the Santa Ana Regional Water Quality Control Board) for review of the protective measures during work within Site 7, which is under an Environmental Restrictive Covenant. The HMCP shall include health and safety measures for handling contaminated soils and working in potentially contaminated soil vapor, including procedures for soil vapor and breathing zone monitoring in accordance with South Coast Air Quality Management District (SCAQMD) Rule 1166, and control of fugitive dust emissions in accordance with SCAQMD Rules 1403 and 1466. The HMCP shall be implemented at all times during excavation, grading, and construction activities, or other activities that could disturb or be impacted by site soils or soil vapors. | Prior to issuance of a grading permit | Review and approval of a HMCP | MIPAA, U.S. EPA, California Department of Toxic Substances Control, Santa Ana Regional Water Quality Control Board | | | |
| MM-HAZ-2. Stop Work, Groundwater Management. Construction activities shall not disturb existing treatment system (soil vapor extraction [SVE] system) wells or monitoring wells. Although construction activities are not anticipated to encounter groundwater, should groundwater be encountered during excavation and/or construction activities, work activities directly associated with/impacted by the discovery of groundwater shall cease. The project applicant or their designee shall contact the Santa Ana Regional Water Quality Control Board, the March Inland Port Airport Authority, and the March Air Reserve Base environmental group, all of which oversee the cleanup of CG049/OU5, to determine appropriate procedures to either manage contaminated groundwater or alter construction plans to avoid further contact with contaminated groundwater. Either construction plans shall be altered to avoid groundwater depths, or dewatering activities shall be designed to remove groundwater from excavations as needed to complete proposed activities, characterize the groundwater, and either utilize on-site treatment systems to treat and discharge groundwater, with approval of the treatment system operator and overseeing regulatory agency, or otherwise manage the groundwater as approved by the overseeing regulatory agency. The agreed-upon plan shall be prepared and implemented prior to recommencement of construction activities. | During excavation and/or construction activities | Review of plans and specifications; Review and approval of construction plan alterations if necessary to avoid groundwater or otherwise manage the groundwater as approved by the Santa Ana Regional Water Quality Control Board | MIPAA; March Air Reserve Base environmental group; Santa Ana Regional Water Quality Control Board | | | |
| MM-HAZ-3. Wildlife Protective Measures. Project design shall incorporate recommendations included in the Wildlife Hazard Review for the Proposed Project, including screening the parking lot with a screen wall or non-vegetated boundary; moving lunch patios indoors or equipping lunch areas with covered trash receptacles that are emptied daily; eliminating all trees and shrubs from landscaping plans; using only small fescue for groundcover; replacing landscaping with cobbles/stones; or using non-irrigated native hydroseed mixes. | Prior to issuance of a grading permit | Review of plans and specifications | MIPAA | | | |

Table IV-1. Mitigation Monitoring and Reporting Program for Meridian D-1 Gateway Aviation Center Project

| Project Design Feature/Mitigation Measure | Monitoring/Reporting | | | Verification of Compliance | | |
|---|---|---|---|----------------------------|------|----------|
| | Monitoring/Reporting Phase | Monitoring/Reporting Method | Enforcing Agency and Responsible Agency | Initial | Date | Comments |
| Hydrology and Water Quality | | | | | | |
| Mitigation Measures | | | | | | |
| MM-HYD-1. Water Quality BMPs. Project design shall include installing drainage sumps that separate sediment, using grease removal/trap systems, and ensuring that ground support and maintenance equipment washing areas are plumbed to the sanitary sewer (instead of the stormwater system). | Prior to issuance of a grading permit | Review of plans and specifications | MIPAA | | | |
| Land Use and Planning | | | | | | |
| Mitigation Measures | | | | | | |
| MM-LU-1. Occupancy Limits. Prior to the issuance of a certificate of occupancy, the project applicant shall demonstrate, via an Airport Land Use Commission Condition of Approval, to the March Inland Port Airport Authority’s satisfaction that the levels of human occupancy would not exceed the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan’s maximum permissible average of 100 persons per acre or 250 persons per single acre. | Prior to issuance of a certificate of occupancy | Documentation of meeting the human occupancy Airport Land Use Commission Condition of Approval to MIPAA | MIPAA | | | |
| Noise | | | | | | |
| Mitigation Measures | | | | | | |
| MM-NOI-1. Construction Worker Hearing Protection. Prior to issuance of any grading permit and building permit, the applicant shall provide evidence that the subject plans contain the following requirements and restrictions: <ul style="list-style-type: none">Contractors shall provide personal protective equipment to all employees in compliance with 8 CCR, Section 5096 [Exposure Limits for Noise].Contractors shall provide all employees with a copy of “Protecting Yourself from Noise in Construction – Pocket Guide” OSHA Publication 3498 (2011), or similar educational materials. | Prior to issuance of any grading and building permits | Review of plans and specifications | MIPAA | | | |
| MM-NOI-2. Future Tenant Aircraft Fleet. Prior to issuance of a certificate of occupancy, the applicant shall provide documentation to March Inland Port Airport Authority confirming that expected noise emissions from the tenant’s aircraft fleet mix do not exceed the noise impacts identified and disclosed in this Environmental Impact Report. Such documentation shall confirm the residential areas that would experience a significant noise increase due to aircraft operations is equal to or less than that disclosed under Threshold NOI-3. Absent such documentation, additional environmental review shall be required. | Prior to issuance of a certificate of occupancy | Review of submitted documentation relating to noise impacts | MIPAA | | | |
| Transportation | | | | | | |
| Project Design Features | | | | | | |
| PDF-TRA-1. Payment of Fair-Share Cost. A. To address operational deficiencies at off-site intersections, prior to the issuance of a certificate of occupancy, the Proposed Project shall contribute \$281,498 (with Heacock Street Extension as its fair share toward the improvement measures provided in Table 1-5, Summary of Improvements and Rough Order of Magnitude Costs – with Heacock Street Extension, of the Traffic Analysis (Appendix M-1 to this EIR). | Prior to issuance of a certificate of occupancy | Distribution of mitigation contribution to member entities in accordance with Appendix M-1, Table 1-5 | MIPAA | | | |

Table IV-1. Mitigation Monitoring and Reporting Program for Meridian D-1 Gateway Aviation Center Project

| Project Design Feature/Mitigation Measure | Monitoring/Reporting | | | Verification of Compliance | | |
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| <p>B. The applicant shall pay a fair-share contribution to the City of Moreno Valley for the pavement maintenance over a 30-year cycle of the following roadway segments:</p> <ol style="list-style-type: none">1. Heacock Street from the access roadway to Cactus Avenue.2. Heacock Street from the access roadway to San Michele Road.3. Cactus Avenue from Heacock Street to the western City limits.4. Indian Street from San Michele Road to the southern City limits.5. Perris Boulevard from San Michele Road to the southern City limits. <p>C. The applicant agrees to pay an aggregate amount for pavement maintenance described in subsection B up to a maximum of \$324,173.00, which shall be payable in annual installments equal to \$10,805.76.</p> | | | | | | |
| Mitigation Measures | | | | | | |
| <p>MM-TRA-1. Construction Traffic Management Plan.</p> <p>Prior to the issuance of building permits, the applicant shall develop and implement a March Inland Port Airport Authority-approved Construction Traffic Management Plan (CTMP) addressing potential construction-related traffic detours and disruptions to ensure that to the extent practical, construction traffic would access the project site during off-peak hours; and shall include, but not be limited to, the following measures:</p> <ul style="list-style-type: none">▪ Maintain existing access for land uses in proximity of the project site throughout construction.▪ Designate an on-site employee parking area.▪ Schedule deliveries and pickups of construction materials during non-peak travel periods.▪ Minimize obstruction of through traffic lanes on Heacock Street.▪ Ensure that construction equipment traffic from the contractors is controlled by flagman.▪ Identify designated transport routes for heavy trucks to be used throughout Project construction.▪ Schedule vehicle movements to ensure that there are no vehicles waiting off site and impeding public traffic flow on the surrounding streets.▪ Establish requirements for loading/unloading and storage of materials on the project site, where parking spaces would be encumbered; length of time traffic travel lanes can be encumbered; and sidewalk closings or pedestrian diversions to ensure the safety of the pedestrian and access to adjacent businesses and/or properties. Ensure that any travel lane encumbrances do not occur during peak traffic hours.▪ Coordinate with adjacent or affected businesses and/or properties and emergency service providers to ensure that adequate access exists to the project site and neighboring sites.▪ Route construction traffic to avoid travel through, or proximate to, sensitive land uses.▪ Provide all construction contractors with written information on the CTMP, along with clear consequences to violators for failure to follow the CTMP.▪ Post signage on Heacock Street with contact information for the project manager for public questions or concerns about construction traffic. Ensure that a response to comments or inquiries is provided within 72 hours of receipt. | Prior to issuance of building permits | Review and approval of a CTMP | MIPAA | | | |
| <p>MM-TRA-2. Project Truck Route on Heacock Street.</p> <p>The project applicant shall ensure that all leasing agreements for the Proposed Project require that all Proposed Project truck traffic utilize the Harley Knox Boulevard interchange at I-215 and the designated truck routes to the south of the project site. The intersection improvements at Heacock Street shall include installed signage directing trucks to the Harley Knox Boulevard interchange.</p> | Prior to issuance of a certificate of occupancy | Review and approval of leasing agreements | MIPAA | | | |

Table IV-1. Mitigation Monitoring and Reporting Program for Meridian D-1 Gateway Aviation Center Project

| Project Design Feature/Mitigation Measure | Monitoring/Reporting | | | Verification of Compliance | | |
|--|---------------------------------------|--|---|----------------------------|------|----------|
| | Monitoring/Reporting Phase | Monitoring/Reporting Method | Enforcing Agency and Responsible Agency | Initial | Date | Comments |
| Prior to issuance of a certificate of occupancy, a traffic management plan shall be submitted to MIPAA and the City of Moreno Valley to manage and identify potential hazards associated with the Proposed Project within the City of Moreno Valley. Initial drive counts (to include vehicle classification) shall be provided to the City of Moreno Valley within one (1) year of occupancy and thereafter every three (3) years for up to ten (10) years from occupancy. | | | | | | |
| Tribal Cultural Resources | | | | | | |
| Mitigation Measures | | | | | | |
| MM-TCR-1. Tribal Monitoring. Prior to issuance of a grading permit, the project applicant shall retain a qualified Tribal monitor to monitor all initial ground-disturbing activities, including, but not limited to, clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, and structure demolition. The applicant shall secure an agreement with the Tribe (or Tribes) for Tribal monitoring. The applicant shall submit a copy of a signed contract between the Tribe (or Tribes) and the landowner/applicant for the monitoring of the Proposed Project to March Air Reserve Base (ARB) and the March Inland Port Airport Authority (MIPAA) Director. The applicant shall provide a minimum of 30 days’ advance notice to the Tribe (or Tribes) of all mass grading and trenching activities. The Tribal monitor(s) shall oversee monitoring for all initial ground-disturbing activities and excavation of each portion of the project site, including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition, etc. The Tribal monitor(s) shall have the authority to temporarily divert, redirect, or halt the ground-disturbing activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with the Project Archaeologist and MIPAA. | Prior to issuance of a grading permit | Presence of qualified Tribal monitor; signed contract between the tribe (or Tribes) and the landowner/applicant; minimum 30 days advance notice to the Tribe (or Tribes) of all mass grading and trenching | MIPAA, Pechanga and Soboba Tribe | | | |
| MM-TCR-2. Final Disposition. In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries: A. One or more of the following treatments, in order of preference, shall be employed with the Tribes. Evidence of such shall be provided to MIPAA: 1. Preservation in place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources. 2. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods, and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with MIPAA under a confidential cover and not subject to Public Records Request. 3. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources, ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to MIPAA. There shall be no destructive or invasive testing on sacred items, burial goods, or | During ground-disturbing activities | Consultation with Pechanga and Soboba Tribes as applicable; Review and approval of Phase IV report if required | MIPAA, Pechanga and Soboba Tribes (as applicable) | | | |

Table IV-1. Mitigation Monitoring and Reporting Program for Meridian D-1 Gateway Aviation Center Project

| Project Design Feature/Mitigation Measure | Monitoring/Reporting | | | Verification of Compliance | | |
|--|-------------------------------------|---|---|----------------------------|------|----------|
| | Monitoring/Reporting Phase | Monitoring/Reporting Method | Enforcing Agency and Responsible Agency | Initial | Date | Comments |
| Native American human remains. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report. Evidence of compliance with this mitigation measure, if a significant archaeological resource is found, shall be provided to MIPAA upon the completion of a treatment plan and final report detailing the significance and treatment finding. | | | | | | |
| MM-TCR-3. Discovery of Human Remains. In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the project contractor shall immediately halt work and contact the Riverside County Coroner to evaluate the discovery. The contractor shall also notify March Air Reserve Base (ARB) and March Inland Port Airport Authority (MIPAA). No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined, within 2 working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she shall notify the Native American Heritage Commission (NAHC) within 24 hours. In accordance with California Public Resources Code Section 5097.98, NAHC shall immediately notify those persons it believes to be the most likely descendants (MLDs) of the deceased Native American. The MLDs shall complete their inspection within 48 hours of being granted access to the site. The MLDs shall then determine, in consultation with the property owner or their representative, the disposition of the human remains. Authorization to resume construction shall be given by March ARB and MIPAA only after consultation with the MLDs and shall include implementation of all appropriate measures to protect any possible burial sites and/or human remains. | During ground disturbing activities | Consultation with the County Coroner, March ARB, MIPAA, NAHC, and MLD as applicable in the unanticipated discovery of human remains | MIPAA | | | |
| MM-TCR-4 Non-Disclosure. It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 7927.000, parties, and lead agencies will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 7927.000. | During ground-disturbing activities | Consultation with the County Coroner, NAHC, and MLD as applicable | MIPAA | | | |