



NOTICE OF A REGULAR TAC MEETING

THE TECHNICAL ADVISORY COMMITTEE
OF THE
MARCH JOINT POWERS AUTHORITY

NOTICE IS HEREBY GIVEN
A REGULAR MEETING OF THE TECHNICAL ADVISORY COMMITTEE
OF THE MARCH JOINT POWERS AUTHORITY

WILL BE HELD ON

Monday, March 2, 2026 from 3:30 p.m. to 5:00 p.m.

MARCH JOINT POWERS AUTHORITY
Western Municipal Water District
Training Room
14205 Meridian Parkway
Riverside, CA 92518

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

1. County of Riverside
County Administrative Center
4080 Lemon Street
Riverside, CA 92501
2. City of Perris
City Hall
101 North D Street
Perris, CA 92570
3. City of Riverside
City Hall
3900 Main Street
Riverside, CA 92501
4. City of Moreno Valley
City Hall
14177 Frederick Street
Moreno Valley, CA 92553
5. March Joint Powers Authority
Office
17405 Heacock Street
Moreno Valley, CA 92551

I hereby further certify that a copy of the foregoing notice was dispatched by me on February 27, 2026, to each member of the Technical Advisory Committee of the March Joint Powers Authority.

[Cindy Camargo](#)

Cindy Camargo, Secretary to the TAC

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

Monday, March 2, 2026 at 3:30 p.m.

MARCH JOINT POWERS AUTHORITY
Western Municipal Water District Board Room
14205 Meridian Parkway
Riverside, CA 92518

AGENDA

- 1. Call to Order**
- 2. Roll Call**
- 3. Matters Subsequent to Posting Agenda**
Approval of Agenda Additions or Corrections, as Necessary.
- 4. Approval of the Minutes of the TAC Meeting held on December 1, 2025 – Page 4**
- 5. Public Comments**
Any person may address the Technical Advisory Committee on any subject pertaining to March Joint Powers Authority, March Inland Port Airport Authority, Successor Agency/former March Joint Powers Redevelopment Agency, and March Joint Powers Utilities Authority business not listed on the Agenda during this portion of the Meeting. A limitation of three (3) minutes shall be set for each person desiring to address the Committee.
- 6. Reports, Discussions and Actions**
 - A) Report/Discussion: Intergovernmental Support Agreements (IGSAs) – Page 7**
Dr. Grace Martin, Chief Executive Officer
 - B) Report/Discussion: Receive and file a report for Foreign Trade Zone No. 244 – Page 11**
Dr. Grace Martin, Chief Executive Officer
 - C) Report/Discussion: Receive and file an update on branding strategies for KRIV: March Inland Port Airport – Page 12**
Dr. Grace Martin, Chief Executive Officer
Steve Lambert and Dr. Deanna Olivares-Lamber, The 20/20 Network
- 7. TAC representation and report at the next scheduled JPC Regular Meeting – March 4, 2026, at 3:00pm, at Riverside County Administrative Center, Board Chambers**
- 8. Reports and comments from Staff or TAC members regarding activities in their jurisdictions**

9. Adjournment

In accordance with Government Code section 65009, anyone wishing to challenge any action taken by the members appointed by the March Joint Powers Commission of the entity listed in this agenda above in court may be limited to raising only those issues raised at the public hearing described in the notice or raised in written correspondence delivered to the hearing body, at or prior to the public hearing. Any written correspondence submitted to one or more of the March JPA Commissioners regarding a matter on this Agenda shall be carbon copied to the Commission Clerk and the project planner, if applicable, at or prior to the meeting date first referenced above.

Copies of written documentation relating to each item of business described above are on file in the office of the March Joint Powers Authority (March JPA), 17405 Heacock Street, Moreno Valley, California and are available for public inspection during regular office hours which are 8:00 a.m. to 5:30 p.m., Monday through Thursday, Friday 8:00 a.m. to 4:30 p.m. Written materials distributed to the March Joint Powers Technical Advisory Committee (TAC) within 72 hours of the TAC meeting are available for public inspection immediately upon distribution in the March JPA office at 17405 Heacock Street, Moreno Valley, California (Government Code Section 54957.5(b)(2)). Copies of written materials may be purchased for \$0.20 per page. Pursuant to State law, this agenda was posted at least 72 hours prior to the meeting.

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

Dated: February 27, 2026

Signed: *Cindy Camargo*

Cindy Camargo, Secretary
MJPA Technical Advisory Committee

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

**March Joint Powers Authority
17405 Heacock Street, Moreno Valley, CA 92551
Phone: (951) 656-7000 Website: www.MarchJPA.com**

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

Monday, December 1, 2025 at 3:30 p.m.

MARCH JOINT POWERS AUTHORITY
Western Municipal Water District Board Room
14205 Meridian Parkway
Riverside, CA 92518

MINUTES

Present: Rafael Guzman, City of Riverside, Acting Chair
Sean Kelleher, City of Moreno Valley
Kenneth Phung, City of Perris
Charissa Leach, County of Riverside

Absent: Tisa Rodriguez, Congressman Takano's Office

Others in Attendance:

Dr. Grace Martin, March JPA	Cindy Camargo, March JPA
Jeremy Holm, BB&K	Lauren Sotelo, Willdan Engineers
Dave Ruppel, AMCG	Carlos Orellana, March JPA
Sharon Erb, March JPA	Nick Gonzalez, March JPA
Kirk Heinz, MARB	Roy Villegas, MARB

1. Call to Order

Acting Chair Guzman called the meeting to order at 3:30 p.m.

2. Roll Call

Present: Guzman, Kelleher, Phung, Leach

Absent: Chair Rodriguez

3. Matters Subsequent to Posting Agenda

Approval of Agenda Additions or Corrections, as Necessary.

None.

4. Approval of the Minutes of the TAC Meeting held on August 25, 2025 – Page 4

Acting Chair Guzman stated Juan Perez is listed twice on the attendance listing, which is revised to reflect Mr. Perez only once.

Motion to approve: Kelleher

Second: Phung

Ayes: Guzman, Kelleher, Phung

Noes: None

Abstain: None

5. Public Comments

Any person may address the Technical Advisory Committee on any subject pertaining to March Joint Powers Authority, March Inland Port Airport Authority, Successor Agency/former March Joint Powers Redevelopment Agency, and March Joint Powers Utilities Authority business not listed on the Agenda during this portion of the Meeting. A limitation of three (3) minutes shall be set for each person desiring to address the Committee.

None.

6. Reports, Discussions and Actions

- A) Report/Discussion: Receive and file an Update on Meridian D-1 Gateway Aviation Center Project – Page 7

Lauren Sotelo, Senior Planning Consultant

Ms. Sotelo provided a presentation and an update for the Meridian D-1 Gateway Aviation Center Project.

TAC Members discussions –

Could the fencing be a 14-foot wall instead. Applicant stated Base Force Protection does not like solid walls, they prefer to have visibility through the fencing. Also, DoD standards are 14-foot with barbed wire. Because of close proximity to MARB, staff relied heavily on Base's input. Moreno Valley shared several comments, were all comments addressed. Applicant responded "yes". Applicant stated the landscape request and traffic lane requests were not incorporated because nothing is allowed to be touched near the Super Fund site. Applicant stated they understand there will be significant coordination with MARB. Applicant stated the Super Fund site will remain untouched.

No public comments on this item.

- B) Report/Discussion: Receive and file an MJPA and MIPAA Updates – Page 31

Dr. Grace Martin, Chief Executive Officer

Dr. Martino provided the briefing for the MJPA and MIPAA Updates.

Dr. Martin's briefing included the transition of land use on everything west of the 215 freeway to Riverside County. This also includes Landscape and Lighting Maintenance District No. 1 (LLMD), Community Facilities District No. 2013-01 (CFD) and streets. Moving forward, the West Campus Upper Plateau area applicant will go before the County for review. There is an active DDA which sold the property to the developer for \$80 million. With this, it provided \$15.5 million distributed to the member jurisdictions in 2025 for land sales revenue sharing. Because the West Campus Upper Plateau project was denied in June of 2025, the hope is the applicant will move a new proposal forward next year with the County and the DDA will be extended. The bunker hill area is privately owned along with several other areas in the Upper Plateau. The JPA retains ownership of 300 to 400 acres of open space around private property. This area is not formally under a conservation easement as this time but will be in the future.

East of the 215 freeway is the March LifeCare Campus, Commission approved the 6th Amendment to the March LifeCare Campus DDA in June.

Green Acres community rentals continue. SoCal Gas Company is bringing in backbone infrastructure for the gas line. Once completed the winddown of the Utilities Authority will start.

JPA received a DoD grant from Office of Local Defense Community Cooperation (OLDCC) for just under \$700,000 to review an energy resiliency project for the joint use base.

March Inland Port Airport – Lateral B is under construction with a completion date of fourth quarter of next year.

Flood Control is completing Cactus Channel Agreements.

March Air Reserve Base (MARB) releases a monthly report BASH (Bird/Wildlife Aircraft Strike Hazard) providing hot spots which mainly are wet areas.

November’s Commission Meeting discussed branding for the airport. Commission would like to promote executive travel for Fortune 100 to 500 companies that are local within our area.

Foreign Trade Zone (FTZ) No. 244 continues to grow with 12 new applications. Our FTZ is the fourth largest in California.

7. TAC representation and report at the next scheduled JPC Special Meeting – December 17, 2025, at 6:30pm, at Riverside County Administrative Center, Board Chambers

Dr. Martin suggested skipping the update at this meeting as all members’ schedules were full. The report will try to be brought back at a future meeting.

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

Dr. Martin announced a huge thank you to Member Guzman for all his assistance and guidance through the transition negotiations and TAC meetings, and to wish him an amazing retirement ahead!

9. Adjournment

This meeting adjourned at 4:25 p.m.

March Joint Powers Authority
17405 Heacock Street, Moreno Valley, CA 92551
Phone: (951) 656-7000 Website: www.MarchJPA.com

**MARCH JOINT POWERS AUTHORITY
TECHNICAL ADVISORY COMMITTEE
OF THE
MARCH INLAND PORT AIRPORT AUTHORITY**

***Reports, Discussion and Action
Agenda Item No. 6.A***

Meeting Date: March 02, 2026

Subject: Receive and file a report on Intergovernmental Support Agreements – Benefits to March Air Reserve Base and the Value of Utilizing the March Joint Powers Authority in Facilitating Partnerships.

Applicant: None

Background

Intergovernmental Support Agreements (IGSAs) are authorized under 10 U.S.C. § 2679 and allow military installations to enter into agreements with state or local governments to receive, provide, or share installation-support services. These agreements are designed to promote efficiency, reduce costs, and leverage the capabilities of local public agencies.

Under an IGSA, a military installation may contract directly with a public entity for services such as public works, utilities, fire protection, road maintenance, planning, environmental services, waste management, and other base support functions. Unlike traditional federal procurement processes, IGSAs allow installations to partner directly with governmental entities without the requirement for competitive bidding under federal acquisition rules, provided the agreement offers best value to the federal government.

As military installations face increasing fiscal constraints and evolving mission requirements, IGSAs have become an important tool for maintaining operational readiness while reducing overhead costs.

Surrounding communities have worked collaboratively through the Joint Powers Authority to effectively address land use compatibility and prevent encroachment on the Base. This coordinated regional approach has strengthened mission protection efforts and reinforced long-term planning around March Air Reserve Base.

Beyond land use matters, March has identified additional operational support needs over the years. Military leadership has referenced Intergovernmental Support Agreements (IGSAs) as a valuable tool to help installations meet ongoing installation-support and service requirements in a cost-effective and mission-focused manner.

This presentation is intended to introduce JPA member agencies to the IGSA framework and to explore potential strategies for leveraging the JPA structure to support March Air Reserve Base in addressing its evolving operational needs.

DISCUSSION

Benefits of IGSA to Military Installations

1. Cost Savings and Efficiency

IGSAs often allow installations to obtain services at a lower cost by leveraging existing municipal infrastructure, staffing, and economies of scale. Local governments may already provide similar services within the surrounding community, reducing duplication of resources.

2. Mission Focus and Readiness

By outsourcing non-core support functions to qualified public agencies, military leadership can focus resources and personnel on mission-critical activities, improving overall readiness and operational effectiveness.

3. Flexibility and Speed

IGSAs provide greater flexibility than traditional federal contracting vehicles. Installations can negotiate terms directly with public partners, allowing for more responsive service delivery and tailored solutions.

4. Improved Service Integration

Shared service delivery promotes better integration between the installation and the surrounding community, particularly in areas such as emergency response, infrastructure maintenance, and environmental compliance.

5. Long-Term Stability

Multi-year IGSA arrangements can provide predictable service costs and performance standards, supporting long-term planning and budget certainty for installations.

Benefits to Surrounding Communities

1. Economic Stability

Military installations are major economic drivers. Supporting installation efficiency and sustainability helps protect jobs, attract investment, and maintain long-term regional economic health.

2. Revenue Opportunities

IGSAs create opportunities for local agencies to provide reimbursable services, generating revenue that can offset public costs or enhance local service capacity.

3. Infrastructure Coordination

Collaborative planning and shared services improve regional infrastructure alignment, including utilities, transportation, and emergency services.

4. Strengthened Civil-Military Partnerships

Formalized agreements reinforce cooperative relationships, enhance communication, and position communities as proactive partners in supporting national defense missions.

THE ROLE OF MARCH JOINT POWERS AUTHORITY (JPA) IN IGSA IMPLEMENTATION

Utilizing a Joint Powers Authority to negotiate and administer IGSA provides several strategic advantages:

1. Regional Coordination

The JPA represents multiple member agencies under a unified governance structure, ensuring that regional interests are aligned and that service delivery is coordinated across jurisdictions.

2. Streamlined Contracting and Administration

The JPA can serve as a single point of contact for MARB, reducing administrative complexity and facilitating efficient negotiation and oversight of agreements.

3. Economies of Scale

By pooling resources and expertise, the JPA can deliver services more cost-effectively than individual agencies acting independently.

4. Risk Management and Financial Oversight

The JPA provides a formal governance framework, fiscal controls, and shared accountability, which enhances transparency and reduces risk for both the installation and member agencies.

5. Strategic Planning and Long-Term Sustainability

Because of its mission structure and integrated function with the Base on the airport, the JPA is well-positioned to integrate IGSA activities into broader regional planning efforts, including land use compatibility, infrastructure investment, and economic development strategies.

6. Equitable Distribution of Benefits

Through established revenue-sharing and governance structures, the JPA can ensure that financial and operational benefits are distributed fairly among participating jurisdictions.

POLICY CONSIDERATIONS

Given the increasing emphasis by the Department of Defense on cost efficiency and intergovernmental collaboration, communities that proactively pursue IGSA partnerships position themselves as mission-supportive and installation-ready. Leveraging the Joint Powers Authority as the implementing entity strengthens regional coordination, enhances accountability, and demonstrates unified community support for the installation's long-term viability.

FISCAL IMPACT

IGSAs are reimbursable agreements and must demonstrate best value to the federal government. When structured appropriately, they can generate cost recovery or positive revenue for participating public agencies while reducing installation expenses. Utilization of the JPA provides structured financial oversight and shared fiscal responsibility among member agencies.

CONCLUSION

Intergovernmental Support Agreements represent a strategic opportunity to enhance military readiness, reduce costs, and strengthen partnerships between installations and surrounding communities. Implementing IGSA through the Joint Powers Authority provides an effective governance framework, promotes regional coordination, and ensures equitable and fiscally responsible management of shared services.

Communities that collaborate regionally through a Joint Powers Authority are better positioned to support installation missions, safeguard long-term economic interests, and strengthen the enduring partnership between military and civilian stakeholders.

Given the integrated relationship between the March JPA's operations at the airport and those of March Air Reserve Base, positioning the Authority to take the lead on IGSA opportunities represents the most strategic and efficient approach. The Authority's existing governance structure, regional representation, and operational alignment with the Base uniquely qualify it to coordinate services, streamline negotiations, and ensure accountability. Centralizing IGSA efforts through the JPA would promote consistency, reduce duplication among member agencies, and present a unified regional partner to military leadership—ultimately enhancing mission support while protecting the collective interests of the member agencies.

Attachment(s): None

**MARCH JOINT POWERS AUTHORITY
TECHNICAL ADVISORY COMMITTEE
OF THE
MARCH INLAND PORT AIRPORT AUTHORITY**

***Reports, Discussion and Action
Agenda Item No. 6.B***

Meeting Date: March 02, 2026

Subject: Receive and file a report for Foreign Trade Zone No. 244

Applicant: None

Background

The March Joint Powers Authority (March JPA) serves as the Grantee for Foreign Trade Zone (FTZ) No. 244, which continues to be one of the top-performing FTZ programs in the State of California. In both 2022 through 2025, FTZ 244 ranked among the top four FTZ programs statewide, following only the larger programs serving the Ports of Los Angeles, Long Beach, and San Diego.

This ranking underscores the continued strength of FTZ 244's operations, its strategic location, and the value it provides to regional and international businesses through trade facilitation, duty savings, and enhanced global competitiveness. Since February of 2025, however, changes in federal trade policies that led to rising tariffs and the removal of certain exemptions have resulted in the unprecedented growth of FTZ applications nationwide. FTZs across the country have experienced a more than 300 percent increase in applications, with logistics and manufacturing sectors leading the surge in submissions to the Foreign Trade Zones Board and U.S. Customs and Border Protection.

Chief Executive Officer Grace Martin will provide insights on the challenges facing Foreign Trade Zone (FTZ) programs amid today's evolving political environment, as well as discuss opportunities within FTZ 244 to support business growth and economic development within Western Riverside County.

Attachment(s): None

**MARCH JOINT POWERS AUTHORITY
TECHNICAL ADVISORY COMMITTEE
OF THE
MARCH INLAND PORT AIRPORT AUTHORITY**

***Reports, Discussion and Action
Agenda Item No. 6.C***

Meeting Date: March 02, 2026

Subject: Receive and file an update on branding strategies for RIV: March Inland Port Airport

Applicant: None

Background

Upon the 1993 Base Realignment and Closure (BRAC) process, the Department of Defense (DoD) identified March Air Force Base (AFB) for realignment and future conversion into a joint-use airport facility. This designation allowed both military and civilian aviation activities to occur at the same airfield.

As of today, there are 21 joint-use airports in operation across the United States and ten have active joint-use agreements with the Department of the Air Force, including March Air Reserve Base (March ARB). On May 7, 1997, the United States Air Force (USAF) and the March Joint Powers Authority (March JPA) formally entered into a Joint Use Agreement (JUA) that governs civilian aviation operations at the base.

The 1996 realignment of March AFB designated approximately 360 acres of land—located to the east and west of the main runway—for “airport-related uses.” In conjunction with this action, the Federal Aviation Administration (FAA) granted the airport a “Reliever Airport” designation within the National Plan of Integrated Airport Systems (NPIAS). This designation allows the March Inland Port Airport (MIP) to receive federal funding intended to alleviate congestion at nearby commercial airports, such as Los Angeles International (LAX) and Ontario International (ONT).

FAA-Funded and Ongoing Projects at March Inland Port Airport

Since its designation as an FAA Reliever Airport, multiple infrastructure and improvement projects have been completed or are in progress with FAA funding support. These projects include, but are not limited to:

- Airfield Pavement Rehabilitation and Improvements – Runway, taxiway, and apron pavement strengthening and resurfacing to meet FAA standards for mixed military and civilian use.

- Taxiway Lighting and Signage Upgrades – Installation of LED airfield lighting systems and updated navigational signage to enhance operational safety.
- Airfield Drainage and Stormwater Improvements – Upgrades to airfield drainage systems to prevent flooding and ensure compliance with environmental standards.
- Perimeter Security Enhancements – Construction of access control points, fencing, and monitoring systems to maintain joint-use security requirements.
- Environmental and Planning Studies – FAA-funded planning documents such as the Airport Layout Plan (ALP) Update, Master Plan studies, and Environmental Assessments (EAs) supporting future development.
- Terminal and Support Facilities – Development of general aviation and cargo facilities designed to expand civilian aviation capacity.

Marketing and Branding

Given March Inland Port Airport’s critical role in the national and regional airport system, along with its joint-use responsibilities with the United States Air Force, maintaining financially sustainable operations has become increasingly important. Branding is a well-established and effective strategy used by airports to strengthen market identity and generate revenue by shaping how customers perceive, trust, and select airport facilities. A clearly defined brand can differentiate the airport within a competitive aviation environment, attract new users and tenants, and build stronger support among community members and key stakeholders.

However, due to operational constraints associated with the airport’s joint-use status, staff is seeking direction from the Commission on branding strategies that align with the airport’s mission, regulatory requirements, and long-term financial objectives.

At its November 12, 2025, regular meeting, the Commission conducted a workshop to provide guidance and share ideas regarding the airport’s marketing and branding efforts, as well as to outline a desired growth trajectory for RIV over the next decade and beyond. Network 20/20 facilitated the workshop and will present branding strategies that can be implemented immediately to advance the airport’s visibility and long-term sustainability goals.

Attachment(s): None