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HAND DELIVERED

Point Paper: Airport Relocation

Problem: Lindberg Field is not capable of handling air traffic into the next century.

Discussion: The city has conducted numerous studies and has had several opportunities to obtain an alternate airport site, but has delayed to the point that each opportunity has been lost. A long range, viable solution needs to be considered that would solve the present problem and would make San Diego a pioneer in air transportation.

Recommendation: A 21st century free-standing hub airport that exists mostly to transfer traffic, which was called a "WAYPORT" by billionaire Howard Hughes, must be built in the high desert between Borrego and the Salton Riveria. There are numerous advantages for a "Wayport":

1. Final Solution: The "Wayport" would serve San Diego and all of San Diego County for the next 100 years and beyond.

2. Weather Conditions: The flying environment is more dependable in the high desert than on the coast. Fog is rare and there are few weather conditions in the desert that would have the potential to delay flights (compare airport closures of Las Vegas vs San Diego or Los Angeles).

3. Safety/ Air Congestion: There would be minimal interference with flights to other destinations in the region. Reducing the risk of congestion and inclement weather makes a safer environment for flying. Perhaps that is why the Blue Angels practice in the high desert regions.

4. Passenger Distribution: International flights would use the "Wayport"; cross-country flights could be divided between Lindberg Field and the Wayport. Existing airports would become "shuttleports" to service the local communities (Brown Field for Chula Vista and environs; Palomar for North County; Romona for East County, etc.). High speed rail and expressways would be an alternate method of passenger distribution to final destinations.

5. Available/ Inexpensive Land: An abundance of inexpensive land exists that would not require the displacement of an existing population. This would provide an opportunity to develop the East County and increase taxable revenues for the County.

6. Noise Abatement: The "Wayport" would not bother any established residential communities and could be operated 24 hours a day/ seven days a week. The area around the airport would be planned as it is built to avoid infringements on neighborhoods.

7. Freight Distribution: Storage facilities/ distribution hubs could be constructed on the inexpensive land. Distribution would be more efficient since the hub would be outside the San Diego metropolitan area.

8. Traffic Congestion: The 15 Corridor (15, 163, 805 and 5) is already suffering severe gridlock at peak hours! An airport would worsen an already bad situation and would make the commute impossible for residents as well as passengers attempting to catch a flight.

9. Navy's $8- Billion Payroll: Some of the approximately 25-28% of San Diego's income from military sources would be lost if NAS Miramar was converted for civilian use. Additionally, with the projected closurer of NAS Alameda and NAS Moffett Field, some of the squadrons that are presently in the Bay Area will probably be redistributed into the San Diego Area.

10. Metropolitan Congestion: San Diego would tend to build out toward the airport (East County) thereby relieving traffic and building congestion from the present area.
It would also provide jobs and an opportunity to provide decent low-income housing areas that would be an added benefit to our community as well as increasing the present tax revenue for the county.

<u>Solution</u>: Once it is recognized that any of the alternatives under consideration are short-sighted and would have to be altered to fit the needs of San Diego in the not toodistant future, the "Wayport" concept is a giant step into the future and becomes the only logical, long-term solution for San Diego, a pioneer in innovation.