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approx 220.
- dozens of supporter
- community leader
- military
- environmentalist
- Dr. figueredo

January 10, 1994

Supervisor Leon Williams
County Administration Center
202 C Street
San Diego, CA 92101

Dear Supervisor Jacob:

This letter details the results of the San Diego International Airport Foundation findings, which our consultants concluded, after some 60 days of intense research, regarding the relocation of Charles A. Lindbergh Airport to the Miramar Naval Air Station site.

The Foundation retained architects, noise/sound consultants, traffic engineers and consulted with a prominent New York bond counsel, to design and implement a plan, whereby a new international airport can be built, equipped and provide transportation to the Miramar Naval Air Station site for up to 20 million people annually, for a cost of $880 million.

In addition, **no** new taxes would be required for the region, nor would The City of San Diego, San Diego Unified Port District or any member of the San Diego Association of Governments be required to guarantee any obligations or provide bonded indebtedness.

The airport authority, created to issue the required bonds to finance the new international airport, would be the sole source of repayment.

The financing and overall plan would **not** result in building a, "Field of Dreams Airport", but rather financing the project is based on a current passenger levels at Lindbergh Field. The financing plan calls for a $6.55 per passenger cost, as compared to Denver's new airport cost of $14.45 per passenger. Because of this low fee, bond counsel concluded that the bonds issued by the airport authority could receive an "A" rating.

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The program and plan would be as follows:

1. Relocation of Lindbergh Field commencing in the year 2001, permitting approximately $2.8 billion of redevelopment and reevaluation of property to take place within and around the Lindbergh Field airport influence area.

2. Approximately $880 million would be the total expenditures to provide a modern state-of-the-art, first class, international airport to take place at NAS Miramar as a replacement for Charles A. Lindbergh Airport. The new airport would accommodate up to 20 plus million passengers without any runway configuration change and development by private enterprise in support of the new airport, would add an additional $440 million in building and construction.

3. The FY 95 Gross Regional Project (GRP) for the San Diego Region is projected to be $65 billion. Our financial experts conclude an international airport will provide a minimum of 2% annual increase to the GRP. This will infuse $1.3 billion into the region's economy in perpetuity.

4. If the Marine Corp relocation from the Marine Corp Air Stations in El Toro, Tustin and Hawaii are completed, the projected 1997 direct wages from the operation of Charles A. Lindbergh Airport and NAS Miramar total $733 million, with both civilian and military multipliers considered.

5. **But**, if the Marine Corp does not relocate to NAS Miramar and construction of a new international airport is begun in 1997, the projected 1997 direct wages, including construction employment, is projected to be $716 million. Additionally, when the new airport is opened in the year 2000, the projected direct wages from the operation of the new Charles A. Lindbergh Airport and additional private enterprise development is projected to **exceed** $895 million.

6. This $895 million figure, when coupled with the redevelopment of the now existing airport site, increases total projected direct wages to an **astounding** $2.6 billion in the year 2006 using a 2.5 civilian multiplier.

7. From a cash flow perspective, with the Navy leaving in 1997, the construction dollars needed to build the airport and its infrastructure, including the proposed new Charles A. Lindbergh Expressway, connecting I-15 with I-805, would be more than sufficient to offset the loss of the military payroll not only in 1997, but through the year 2000, when the new airport would open. The ongoing revenues would further offset the loss of military payroll in perpetuity.

8. For the most recent example of a successful conversion of a military airport for civilian use, we need only look at the conversion of McCoy Air Force Base into Orlando International Airport, with its 22 million annual passengers, to see the potential.

9. Our own backyard demonstrates yet another shining star - the conversion of Camp Mathews to the University of California. The University is one of our largest employers and certainly provides countless spin-offs with biotech activities and other surrounding hi-tech businesses.

10. From a public policy and taxpayers standpoint, the BRAC '93 decision to relocate the Marines to NAS Miramar is flawed and will likely be reversed. The decision to relocate Marines from Marine Corp Air Stations in El Toro, Tustin and Hawaii to Miramar would cost taxpayers $1 billion. Two-star Marine Corps General (retired) Richard Cooke, a former commanding officer of MCAS El Toro submitted a position paper to government officials, calling for a reversal of the BRAC 93 decision.

11. The closing of NAS Miramar will in no way jeopardize the community's reliance on other military payroll. High ranking military personal are immediately available to talk with you on this subject.

12. The 1990 SANDAG Air Carrier Airport Site Selection Study states NAS MIRAMAR, as the most conveniently located of all other possible airport location alternatives, so the new Charles A. Lindbergh Field would be near the region's population center. Airport access roads would connect with 1-15, SR52, 1-805, SR163 and the new Charles A. Lindbergh Field Airport Expressway would accommodate future mass transit as well. The Foundation's traffic engineer study validates that future traffic concerns would be mitigated and existing infrastructure deficiencies enhanced.

13. Documentation from the Foundation's noise/sound consultants show a 65% noise reduction would occur in the Miramar airport influence area with the relocation Lindbergh Field to NAS Miramar. It is predicted severe increased noise levels would result, should Marine Corps helicopters be located and operate in the airport Miramar influence area.

14. The October, 1993 SANDAG Regional Economic Prosperity Strategy ¨ drafted by dozens of public agencies, private agencies, and educational institutions ¨ finds that, among other factors, accessibility to a viable international airport, and first class airport facilities is of paramount concern. The Foundation strongly agrees with SANDAG's report.

15. Safety is perhaps one of the most compelling reasons for the relocation of Charles A. Lindbergh Airport to the Miramar Naval Air Station site. According to our conclusions, supported by air traffic experts, Lindbergh has the steepest approach in the United States of any major airport.

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The minimum decent altitude on Lindbergh's Runway 27 approach is 660 feet, more than **three times** greater than what would be required for Runway 24 right at NAS Miramar, and without any obstacles on approach, such as office buildings and parking structures.

16. Positive environmental considerations setting aside thousands of acres of open space in perpetuity to allow for an enhanced MSCP / MHCP effort consistent with NCCP. In addition, the San Diego landfill and vernal pools would remain untouched.

This proposal will forever change for the positive the entire environmental fabric of both our downtown and Miramar areas. Our Foundation is convinced that this positive change is likened to the positive changes that took place as a result of Balboa Park and Mission Bay.

In conclusion Supervisor Williams, for safety, economic, and environmental reasons, I know with your leadership, together we can accomplish this monumental and momentous undertaking.

Warmest personal regards,

SAN DIEGO INTERNATIONAL
AIRPORT FOUNDATION

Douglas F. Manchester
Chairman