[ms-0398.030.015.001]

COUNTY OF SAN DIEGO

CHIEF ADMINISTRATIVE OFFICE

AGENDA ITEM

BRIAN P. BILBRAY
FIRST DISTRICT
GEORGE F. BAILEY
SECOND DISTRICT
SUSAN GOLDING
THIRD DISTRICT
LEON L. WILLIAMS
FOURTH DISTRICT
JOHN MACDONALD
FIFTH DISTRICT

SUBJECT: ALTERNATIVE AIRPORT SITE FOR LINDBERGH FIELD
SUPV DIST: ONE & FOUR

ELECTED OFFICIALS' SUMMARY OF REQUEST:

This is a request for the Board of Supervisors to take a position on the location of a replacement for Lindbergh Field and to begin the legislative process necessary to enable the joint use of Miramar Naval Air Station.

ELECTED OFFICIALS' RECOMMENDATION:

1. Support Miramar and Miramar East as the most appropriate locations to replace Lindbergh Field as San Diego County's regional airport and direct the Chairman to convey this position to the San Diego Association of Governments (SANDAG) in response to its most recent airport study.

2. In conjunction with the first recommendation, direct the Chief Administrative Officer to work with SANDAG to determine how to implement a joint use facility. This implementation plan should contain a strategy on how to win congressional and Department of Defense approval for such a facility.

CHIEF ADMINISTRATIVE OFFICER'S RECOMMENDATION/REPORT:

FISCAL IMPACT:
The funding source is N/A. If approved, this request will result in $ -0- current year cost, $ -0- annual cost and will require the addition of -0- staff years.

BOARD POLICY(IES) APPLICABLE:

PREVIOUS RELEVANT BOARD ACTION: ( )
ORIGINATING DEPARTMENT:

BOARD OF SUPERVISOR INFORMATION DEVELOPMENT FORM

SUBJECT: ALTERNATIVE AIRPORT SITE FOR LINDBERGH FIELD

BACKGROUND INFORMATION:

There is no question that Lindbergh Field must be replaced as San Diego County's regional airport. The convenience of Lindbergh Field is rapidly being overshadowed by safety concerns, inadequate capacity, downtown development and environmental concerns, specifically noise.

Safety is the overriding reason to site a regional airport at a location other than Lindbergh Field. Airline pilots agree that Lindbergh Field is one of the most dangerous airports in the world. This situation worsens with each new development below the flight path.

(CONTINUED ON PAGE THREE)

CITIZENS COMMITTEE STATEMENT ( )YES ( )NO

COUNTY COUNSEL APPROVAL - AS TO LEGALITY ( )YES ( )N/A

( )STANDARD FORM ( )ORDINANCE ( )RESOLUTION

AUDITOR APPROVAL NEEDED ( )YES ( )NO

4 VOTES REQUIRED ( )YES ( )NO

FINANCIAL MANAGEMENT APPROVAL NEEDED ( )YES ( )NO

CONTRACT REVIEW PANEL ( )APPROVED ( )NOT APPLICABLE

CONTRACT NUMBER:

CONCURRENCES

Adrienne Brodeur (730)531-5544 / A500

John A. Woodard (730)531-5511 / A500

CONTACT PERSONS LC/PHONE AND MAIL STOP

Chairman Leon L. Williams Supervisor Brian P. Bilbray

ELECTED OFFICIALS SIGNATURES

CHIEF ADMINISTRATIVE OFFICER

January 30, 1989

MEETING DATE

BOARD OF SUPERVISOR INFORMATION DEVELOPMENT FORM

SUBJECT: ALTERNATIVE AIRPORT SITE FOR LINDBERGH FIELD

BACKGROUND INFORMATION:

According to the Airline Pilots Association, the topography surrounding Lindbergh Field prohibits a normal precision approach. Due to the lack of this basic safety feature, the risk of an airline accident increases significantly.

Airline approaches are broken down into categories. Category 3 is the state of the art and is in place at most major airports in the United States. Category 2 approaches are in place in most Third World countries. Category 1 approaches are the minimum standard anywhere in the world. Lindbergh Field is not even classified as a Category 1 airport.

The growth and development in San Diego County has increased both air traffic and ground traffic to and from the airport. Planning experts predict that in a few years, auto traffic around Lindbergh Field will be so congested that travel to and from the airport will take longer than many flights. Last year there were over 200,000 take-offs and landings on Lindbergh Field's single runway. That figure is expected to grow 2% annually according to a 1988 Federal Aviation Administration (FAA) computer model. By 1999, the average take-off delay will be 42 minutes and reach 74 minutes for afternoon departures.

Local economists have concluded that the lack of an adequate airport will severely limit the economic growth of this region and its ability to compete within the emerging Pacific Rim market. Estimates of lost economic opportunity without a new airport in this region range between $33 and $55 billion between now and the year 2050.

In 1981, a SANDAG study concluded that Miramar was the best alternative as a replacement to Lindbergh Field. In 1984, the SANDAG Board of Directors again reiterated in its Regional Transportation Plan that Miramar should be pursued as the region's air carrier airport. SANDAG recently completed yet another study to determine the best location for a new regional airport. When this study was initiated, a decision was made first to find the most appropriate location and then to resolve issues surrounding siting the airport at that location.

BOARD OF SUPERVISOR INFORMATION DEVELOPMENT FORM

SUBJECT: ALTERNATIVE AIRPORT SITE FOR LINDBERGH FIELD

BACKGROUND INFORMATION:

The current study which is now available for comment by SANDAG member agencies identified three "viable" options for a regional airport: Miramar, Miramar East and a bi-national airport on Otay Mesa. A lack of interest by Mexico and the San Diego City Council's unrestricted development on affected areas of Otay Mesa have all but ruled out the third option. In addition, the California Clean Air Act requires a reduction in vehicle emissions which can be accomplished by a reduction of trip miles. An airport at the extreme southern end of the County would contribute to San Diego's already poor air quality as well as greatly inconvenience north and east county residents.

A regional airport located at Miramar would not create these same issues. Miramar is centrally located in the county and is conveniently accessible by freeway from all areas of the county. Miramar, most importantly offers approximately 23,000 acres of space as compared with Lindbergh Field's 471 acres. This means that over 48 Lindbergh Fields can fit into Miramar.

It is time now for an aggressive implementation strategy to be developed in conjunction with SANDAG. This strategy must as its objective convince San Diego's congressional delegation, the Secretary of Defense, and the ultimate decision maker -Congress- that both the Navy's interest and the interest of the greater San Diego region can be mutually satisfied with a commercial airport at Miramar. The action requested today is a necessary step towards resolution of a much studied, much debated critical issue.