

9-8-00

Send to Delia Cohen

Yes ☒

No ☐

coordinate w/
am B
council

Call

August 30, 2000



Staff
Sec.

'00 SEP 8 AM 9:13

The Honorable William Jefferson Clinton
President of the United States
White House
1600 Pennsylvania Ave.
Washington, D.C. 20500-2000

Dear Mr. President:

I need your help. As mayor of Bentonville, I am charged with providing our citizens a full range of municipal services, which in our case includes electricity. However, our efforts to serve our citizens with municipal electrical services are being frustrated by our continuing battle with Carroll Electric Cooperative. Each and every time someone annexes into Bentonville and requests our electric services, we are stymied by long drawn out, expensive legal battles that prevent us from serving our citizens. Very specific state law applies to our purchasing Carroll Electric customers, which we carefully follow. However, our biggest obstacle presently is that Carroll's lending agency, Rural Utility Services, refuses to take any meaningful part in settlement attempts. In fact, in our latest federal hearing in Judge Hendren's court, RUS representatives would take no position. At this point in time, it is our opinion that everyone would benefit and have some certainty if RUS would determine if and when our buying Carroll's customers actually jeopardize RUS loans to Carroll Electric. Frankly, without some determination from RUS, these legal hassles are costing us all, and nobody benefits. We have participated in good faith at a pre-trial settlement conference in an attempt to agree to service boundaries, but even then RUS failed to participate, although they were represented.

As you are well aware since your recent trips to Northwest Arkansas, we are growing at a phenomenal pace. As a result of our growing pains, we are running all over each other. It is in everyone's best interest to have some certainty. Could you please help us to that end and do what you can to get Rural Utility Services to take a position as quickly as possible so we all can move forward. Anything you can do to expedite this matter is greatly appreciated.

Now, on a lighter note—I ran into Mac Dyer at MacDonald's in Alma on my way to Little Rock recently. We had a nice visit and had a great time talking Democratic politics. It just won't be the same next year. We are both very proud of you, and, of course, wish Hillary the best in New York. The last time I was in Washington I tried my

Letter to President Clinton
August 30, 2000

Page 2

best to get in to see you in the Oval Office. Although you were in, the timing just wasn't right. I'm sorry I didn't try earlier. Senator Lincoln tried to help me in my last minutes effort, but I just couldn't pull it off. Sorry I missed my opportunity.

Mr. President, if you can help Bentonville resolve this issue with RUS, I will be forever grateful.

Sincerely,

A handwritten signature in cursive script that reads "Terry Black Coberly". The signature is written in dark ink and is positioned above the printed name.

Terry Black Coberly,
Mayor

TBC/sg

Recommend sending
to agency liaison/
Dept. of Transportation
FAA

'00 SEP 8 AM 10

August 24, 2000

yes ☒

no ☐

Ms. Betty Currie
Office of the President
The White House
Washington, DC 20500

Dear Ms. Currie:

If you could persuade the President to look at this material, it may very well save a beautiful national park from destruction.

Respectfully,



Lloyd Miller
27720 SW 197 Avenue
Homestead, FL 33031
(305) 247-4189

Enclosure

9-8-00

Send to Delia Cohen?

Yes ☒

No ☐

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August 5, 2000

TO: All Honorable Members of Congress

SUBJECT: Destruction of Biscayne National Park (Florida)

Dear

On August 24, 1992, Hurricane Andrew destroyed the Homestead Air Force Base in far south Florida. The Air Force then offered control of a large portion of the base to Miami-Dade County. Commissioners, in turn, voted to give control of the property to a group of well-connected developers (HABDI) in a dirty shameful no-bid process. Many of them are members of the powerful Latin Builders Association. Then-Commissioner and now Mayor Alex Penelas voted with the majority. The Homestead Air Base Development, Inc. (HABDI) wants to construct a major commercial airport on the former base which lies directly between Everglades National Park, eight miles west, and tranquil Biscayne National Park, ONLY 1-1/2 miles to the east. Proponents project 236,000 flights per year--one low level take-off over Biscayne National Park every 90 seconds. The noise alone will render one of the nation's most beautiful and peaceful parks useless. The fine mist of unburned fuel characteristic of jet engines during take-off will destroy the sensitive vegetation and foul the shallow warm waters of the Park, the National Marine Sanctuary, and portions of North America's only living coral reef.

There is no need for another commercial airport in this county. Miami International is getting a \$5 billion make-over and another runway to make it good through 2050 and beyond. Opa-Locka Airport, a few miles north of MIA, has established runways and cargo facilities. Fort Lauderdale and Palm Beach airports are expanding. (See article by Rick Elder.) Any cargo or other traffic excess to MIA's capacity can easily be shifted to Opa-Locka instead of more than 30 miles south to the proposed new airport.

This controversy isn't about needing another airport; it's about finding a way out of a political dilemma. The present federal administration and local politicians have received millions in campaign contributions from local building and development interests, many of whom would benefit from the federal, state and local money put into the construction of the airport.

An environmental impact statement prepared by the Air Force and FAA was the most biased dishonest corruption of the process ever seen. We had hoped Vice President Gore would have condemned it. A January 15, 1999 letter to Mayor Penelas from F. Whitten Peters, Secretary of the Air Force, essentially promised him an airport. Apparently the Air Force isn't interested in alternative plans which would not harm our Parks.

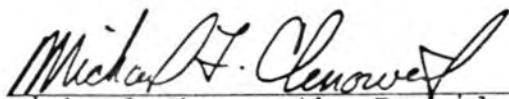
One alternate would transfer the property to Interior for staging and educational facilities for both Parks. Another would consist of light industry, office complex, aquarium, golf course, and other activities which would produce many thousands of jobs far faster than the airport proposal and at very little cost to the taxpayers of the nation. It is called the Collier-Hoover Plan. Neither of these plans would harm the Parks.

Vice President Gore, with support from Senator Bob Graham, is poised to authorize the commercial airport proposal. Why would these self-proclaimed environmentalists deliberately destroy Biscayne National Park and harm Everglades National Park? Surely the Vice President wouldn't consider campaign contributions more important than two national parks?

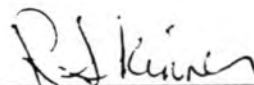
Senator Graham's family business, THE GRAHAM COMPANIES, has built large upscale housing developments near the Opa-Locka airport, and any traffic shifted there from Miami International would likely impact those developments as well as their new development planned for the same area. The Senator wishes us to believe he is a true environmentalist, but we have not seen anything in his career to cause us to accept that. His present enthusiasm to build the Homestead commercial airport and destroy Biscayne National Park belies his commitment as a true believer.

The Vice President has written a book, "The Earth in Balance." Will the sequel be "There Once was a Biscayne National Park."

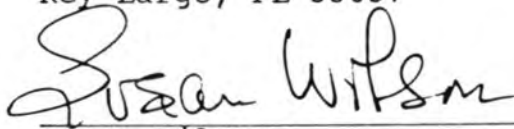
Who will help us?



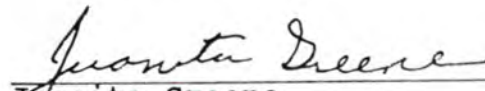
Michael Chenoweth, President
Friends of the Everglades
31 Garden Cove Drive
Key Largo, FL 33037



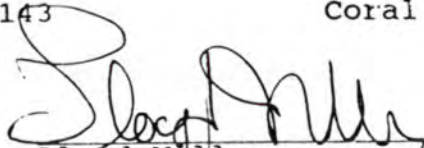
Bob Skinner, President
Florida Division - IWLA
2730 SW 3 Avenue
Miami, FL 33135



Susan Wilson
Founder
Save Biscayne Bay
5981 SW 81 Street
South Miami, FL 33143



Juanita Greene
Conservation Chair
Friends of the Everglades
700 Biltmore Way
Coral Gables, FL 33134



Lloyd Miller
Founder, Mangrove Chapter
IWLA - Founder - Safe
Progress Association
PO Box 901587
Homestead, FL 33090

August 5, 2000

TO: All Honorable Members of Congress

SUBJECT: Destruction of Biscayne National Park (Florida)

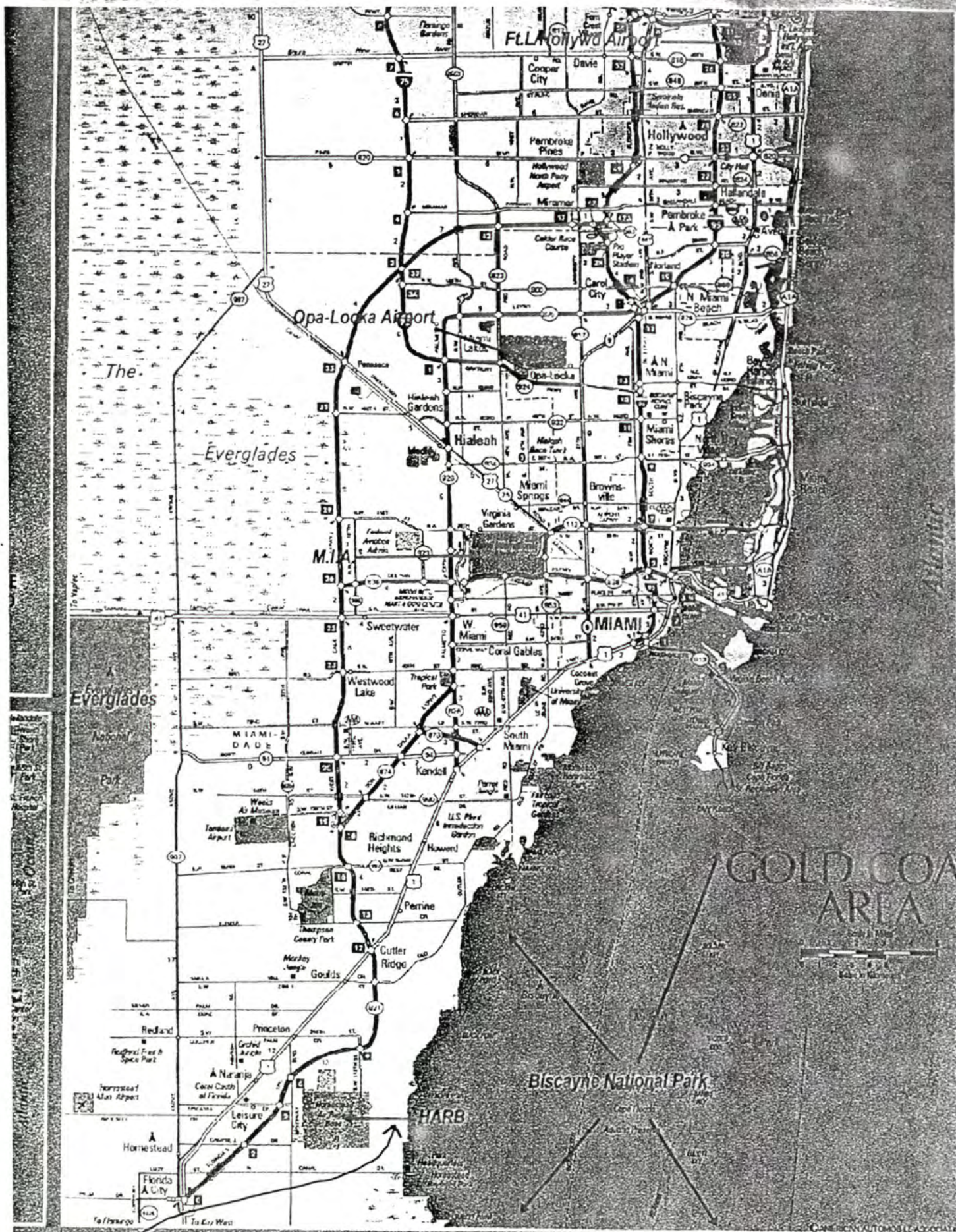
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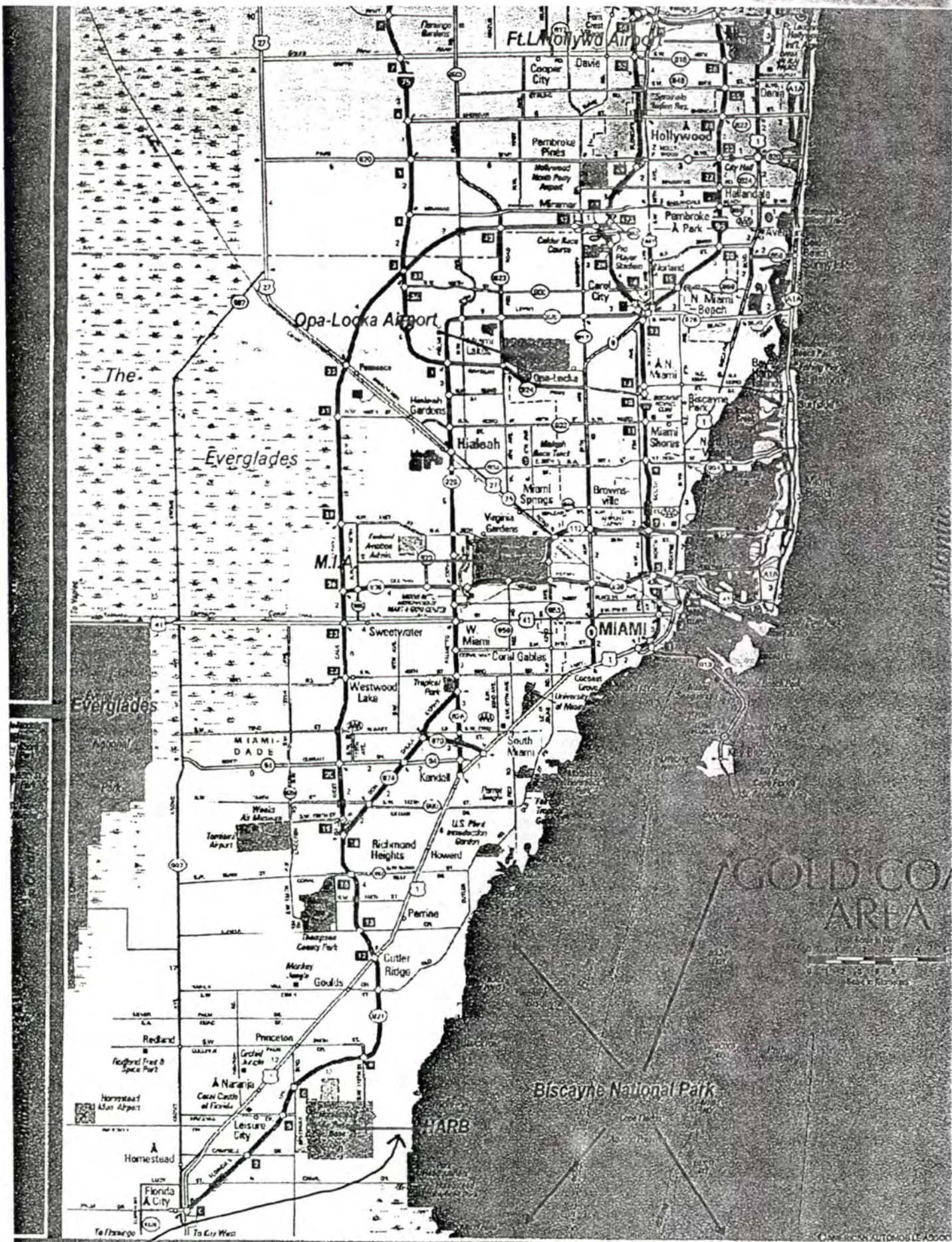
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PREVAILING WINDS REQUIRE 95% OF TAKE-OFFS TO THE EAST OVER BISCAYNE NATIONAL PARK LESS THAN 2 MILES AWAY



PREVAILING WINDS REQUIRE 95% OF TAKE-OFFS TO THE EAST OVER BISCAYNE NATIONAL PARK LESS THAN 2 MILES AWAY

'Green' Al's turning pale shade of yellow

The Miami Herald 2-29-00

Vice President Al Gore, who claims the greenest pro-environmental credentials of all the presidential candidates, is showing a flash of yellow.

A pro-Gore rally here in South Florida was suddenly canceled last week by Carol Browner, head of the Environmental Protection Agency. Local conservation groups planned to use the occasion to tweak Gore into taking a position on the huge commercial jetport that's been proposed for South Dade.

Browner, who opposes the jetport, said a scheduling conflict — not the planned demonstration — caused her to cancel the Hollywood campaign rally. Maybe that's true. Or maybe Gore's handlers merely wanted to avoid a scene. With the Florida primary looming, it would look bad for the vice president to be picketed by the Audubon Society.

Gore's opponent, Bill Bradley, recently said he would not support development of a commercial airport at the old Homestead Air Force Base because of its sensitive location, between Biscayne National Park and Everglades National Park.

By contrast, "Green Al" Gore had this to say: "I would urge the continued discussion of how a balanced solution can be found that can help the community without hurting the environment."

Mush. You like the Homestead airport concept, or you don't. There are votes to be gained from either position. All that remains is for Gore to choose one.

Why won't he? Because it's easier not to.

From its shady beginnings, the airport has been a pet project of prominent Democrats, among them Miami-Dade Mayor Alex Penelas and Sen. Bob Graham. The fact that another jetport wasn't needed didn't stop the County Commission from handing a no-bid lease to a bunch of politically connected home builders with deep campaign pockets but not a clue how to make an airport.

Penelas's vote was central to the Homestead air base giveaway, and he continues to be one of the project's most visible boosters. He is also a key supporter and fund raiser for Al Gore's campaign. Get the picture? For Gore to speak out against the jetport would be like kicking Penelas in the

A veep wimp-out on the airport flap.

shins, and Gore needs Penelas too much to do that. But Gore also needs the "enviro" vote, so he likewise can't afford to support the jetport.

Therefore, braced with South Florida's most controversial environmental issue, the environmental vice president has elected to wimp out and keep quiet. Too bad, because lots of voters are curious to know where he stands.

Those who favor the jetport say it's necessary to revitalize the economy of hurricane-ravaged South Dade. But how many times have we heard this line? Wasn't the motor speedway supposed to revitalize South Dade?

Hurricane Andrew struck almost eight years ago, yet it remains a shopworn excuse for any half-baked scheme that wildly promises jobs while enriching a few plugged-in entrepreneurs. Homestead is in deep trouble if it's banking on HABDI, the group that received the controversial air-base lease. Not only the EPA but Interior Secretary Bruce Babbitt has come out against the jetport.

So have several communities in the nearby Upper Keys, where there's widespread concern over the air pollution and noise that accompany hundreds of daily takeoffs and landings.

Picture even a down-scaled version of Miami International Airport on the shore of south Biscayne Bay and the rim of the Everglades, and you can understand why folks are so worried.

LOW-IMPACT USE NEEDED

It's also easy to understand the frustrations in Homestead, which was smacked hard by the Air Force pull-out. The challenge is to figure out a profitable, low-impact use for the base that won't threaten the fragile parks, or scare off the thousands of tourists who flock there. Collier family interests have proposed a resort and office park for the base site. Another group says it would be perfect for launching commercial satellites.

The jetport scheme might be in trouble, but those behind the project have the clout to keep it alive. Gore might be able to duck the controversy before the March primary, but it's not likely to go away before November.

If he doesn't take a stand soon, we can assume that the self-proclaimed green candidate isn't referring to the green of the Everglades, but rather the green that Alex Penelas is stuffing into Democratic coffers.



CARL
HIAASEN

Graham draws Sierra attack over jetport

BY LESLEY CLARK

lclark@herald.com

TALLAHASSEE — The Sierra Club Wednesday lambasted a longtime ally, U.S. Sen. Bob Graham, saying his support of a jetport at the former Homestead Air Force base will erase any environmental goodwill he's built up.

The group launched a nationwide campaign it hopes will derail a plan to build a commercial airport at the base, saying the jet traffic and associated sprawl would pollute the neighboring Everglades and Biscayne National Park.

The environmental attack on Graham — a Miami-Dade native — comes as he's being mentioned as a possible running mate for Vice President Al Gore. The organization's Florida field representative said the timing is "unfortunate," but not related: The base's future is likely to be decided in November and the club wants to convince Graham to reject the airport.

"President Clinton is going to listen to Graham more than anyone in Florida," Frank Jackalone said.

Accusing the Democrat of working behind the scenes to lobby the Clinton administration to back an airport, the club protested Tuesday outside Gra-

▶ AIRPORT, FROM 1B

ham's Tampa and Miami offices and plans today to shadow Florida's senior senator as he holds hearings at Yellowstone National Park on preserving the country's national parks.

He's going to Yellowstone "to tout himself as a champion of national parks . . . but that gets completely thrown out if he permits the destruction of two national parks in his own backyard for political expediency," Jackalone said.

REVIEW UNDER WAY

Graham said through a news release that he's waiting for word from the Secretary of the Air Force, who is reviewing uses for the base, and believes the agency's review "should be respected — not politicized."

"If Bob Graham is not a defender of the environment, I don't know who is," said Graham spokesman Chris Hand, noting the Sierra Club endorsed Graham for re-election in 1998.

The club plans to urge its 600,000 members nationwide to flood Graham's office with postcards and will run TV and radio spots denouncing the Miami-Dade County-endorsed plan to use the old base for a jetport.

"We are going to address this issue to Sen. Graham wherever he travels in Florida," Jackalone said.

INTENDED AS RELIEF

After Hurricane Andrew flattened the base in 1992, the county agreed to lease the property to a private company of well-connected South Floridians who want to turn the military base into a commercial airport that would offer relief to Miami International Airport.

Jackalone said he's convinced Graham has told the White House it won't get the

South Florida Hispanic vote unless it backs the airport.

Hand said Graham supports a "nonpoliticized process" to determine the future of the air base.

The Clinton administration signed on as an early supporter of the commercial airport plan. A draft review of environmental affects found the airport could co-exist with the park.

But the conclusions have been challenged by agencies including the Interior Department, the Environmental Protection Agency and the South Florida Water Management District. Interior Secretary Bruce Babbitt and EPA Administrator Carol Browner have personally rejected plans for an airport.

"All the expert agencies regulating our environment say this would be a disaster and yet Sen. Bob Graham over the years has been pushing for this airport," said Jackalone. "When we have made attempts to stop the airport from going forward, Graham has been there as an obstacle."

GLADES PLAN

Jackalone said Graham blocked an effort in the Senate that would have required redevelopment of the base to be "consistent" with the \$7.8 billion Everglades restoration plan.

"Sen. Graham had a conniption when that was proposed . . . and did everything he could to stop that from coming out a vote," Jackalone said.

Graham's office said the senator blocked the amendment because it would have delayed the Air Force review. His office supplied reporters with a letter from Air Force Secretary F. Whitten Peters, who said no decision on reuse of the base has yet to be made, but that the amendment would "add months, if not years" to the review.

FACT SHEET on Proposed Homestead Airport

- The Air Force proposes to give most of the Homestead Air Reserve Base to Dade County for development of a commercial airport.
- Dade County has already signed (without bidding) a 70-year lease for the airport's development with Homestead Air Base Developers, Inc., a politically well-connected corporation without previous aviation experience.
- The planned airport will have over 230,000 annual operations (equivalent to the San Diego airport), or about one operation every 1.5 minutes between 7:00 a.m. and 10:00 p.m., and that is *before* the planned second runway is constructed.
- The Interior Department, EPA, environmental groups, and many in the surrounding communities support a mixed use alternative for the base's redevelopment. For example, a collaborative proposal by the Collier Resources Company and Hoover Environmental Group features office development, light industry, teaching facilities, residential use, and a state-of-the-art aquarium. The Colliers would trade mineral rights under Big Cypress National Preserve for the base property.
- Dade County's stated need for the Homestead airport is based on outdated projections of air traffic increases at Miami International Airport. In the last several years, projected traffic increases at MIA have been revised downwards, and it was recently announced that there was actually a traffic *decrease* in 1999.
- The proposed airport is just 2 miles from Biscayne National Park, 10 miles from Everglades National Park, and 10 miles from the Florida Keys National Marine Sanctuary.
- According to information in a recent Air Force and FAA environmental study, the proposed airport will fill the adjacent parks with airplane noise. For example, there will be an estimated 630 flights a day, most at altitudes between 2,000 to 4,000 feet, over the Biscayne National Park Visitors Center. At this distance, according to the FAA, the commercial jets will sound like the equivalent of a loud lawn mower 3 feet away or like a New York City subway train. Even as far out in the national park as Elliot Key, the jets will sound like the equivalent of a garbage disposal or shouting at 3 feet.
- The proposed airport will be an air pollution source equivalent to a large power plant. It is estimated to result in daily emissions of 7 tons of toxic air pollutants. Nitrogen oxide levels will increase an estimated *forty-eight* times in Biscayne National Park and *forty-five* times in Everglades National Park.
- The proposed airport will significantly increase water pollution into the pristine tropical waters of Biscayne National Park (also classified as an Outstanding Florida Water). For example, the Air Force/FAA study shows that the airport will increase nearshore deposition of air-borne nitrates by *fifty-four* times.
- According to the Air Force/FAA study, the airport will also result in the development of thousands of acres of agricultural land and wildlife habitat surrounding the base.

Homestead Air Reserve Base as a Supplemental Aviation Facility to

Miami International Airport

Frederick A. Elder, A.A.E.

May 9, 2000

Introduction

The transfer of the Homestead Air Force Base is one of the most controversial military base closures in the United States. Upon the decision to close the base following 1992's Hurricane Andrew, which devastated the facility and surrounding community, and as a result of the general military base realignment process, the Air Force decided to transfer most of the base to Miami Dade County for development of a commercial airport. In 1994, the Miami-Dade County Board of County Commissioners approved a no-bid lease of the base, now known as Homestead Air Reserve Base (HARB), to a group of individuals with no previous experience, expertise, or knowledge of airport operations, for the purpose of developing the base into an alternative air carrier/cargo location to serve as a supplemental airport to the existing facilities at the current site of MIA.

Today, the transfer of the air base depends in large part upon the conclusions of an Air Force study reviewing environmental impacts of the proposed commercial airport. There is a divide between a growing majority who reject the commercial airport plan and a narrow range of interests who support the airport.

The debate over the air base is frequently framed as a balance between the economy and the environment, based on an assumption that a new commercial reliever airport can provide the catalyst for long-term employment to provide a full range of pay scales. This critical premise is flawed.

Commercial aviation at HARB has no future. Reasons for this include its incompatibility with MIA, one of the nation's busiest cargo and passenger airports, its location, and its infrastructure.

Citizen advocacy may be the reason that quality of life and environmental considerations have delayed the transfer, but hard financial reality is the reason that any investment in HARB as a commercial airport will be an economic bust.

If these economic issues were fully disclosed, and not hidden as they have been in a confusion of tangled political and financial motives and environmental concerns, then the debate over the reuse of the Homestead Air Base could incorporate this discussion of realistic economic and aviation goals and objectives. Once it is agreed that investment in commercial aviation at HARB is a folly, then community-based solutions for sustainable economic development can be supported which will provide jobs while doing no harm to the national parks.

The Economics of Airports

Many people are under the impression that airports are like ball parks: "if you build it they will come". In the age of airline deregulation, nothing could be further from the truth.

Airplanes go where they can make money. If there is a passenger market to a particular destination, airlines will make sure that they have planes to serve that market. If there is a business market, which demands the movement of cargo between two points, airlines will ensure that their planes will be available for such cargo movement.

There are three primary considerations when evaluating whether or not HARB is an acceptable alternative, or as a supplemental airport to work in concert with MIA:

- (1) The economic needs of the air cargo industry.
- (2) The desirability of the location for air carrier operators (both passenger and cargo).
- (3) Competitive regional considerations.

No synergy with MIA

There is not a single airport anywhere that is currently being planned as a supplemental facility to existing international air service operations. Look around the nation and the world, in the planning and design of the new airport in Denver, in the expansion of the airports in Orlando and Atlanta, in all new foreign airports such as Athens, Greece, Inchon, South Korea, Kuala Lumpur, Malaysia, Hong Kong, China, and Shanghai, China: success in capturing air service opportunities is dependent on single site consolidation.

Supplemental commercial airports do not work for a simple economic reason: consolidation of freight, transshipment, and complex logistics requires highly integrated facilities. Just-in-time inventory management and perishable shipments are timed to the minute. Physical separation between central and satellite facilities is an unbridgeable gap for time-sensitive cargo—a defining characteristic of most in-bound freight to south Florida from international points of departure.

In the mid 1980's, following the extension of MIA's runway 27L/09R to a total distance of 13,000 feet, ground traffic flow became a serious problem for commercial cargo operations. In order to reduce the delay from circumventing the 2 ½ mile runway to bring cargo from the terminal building to the cargo area, a midfield tunnel *under* the diagonal runway was constructed. This solution was very costly because of the extremely high water table, but economically-justified because of the time saved during the many trips transferring cargo between airlines and cargo facilities located on opposite sides of the airfield.

HARB is 30 miles from MIA and lacks any direct transshipment capability. Approximately 50% of all cargo moving through MIA arrives and/or departs in the bellies of commercial passenger airliners; the remaining 50% is handled by all-cargo operators. Given that twenty years ago, a simple four mile transit at MIA was deemed unacceptable, it is highly doubtful that any cargo operator would consider an isolated and remote airfield operation at HARB today. In fact, many large cargo operations have already publicly expressed their opposition to the creation of a cargo hub at HARB.

Moreover, successful cargo airports depend upon the ability for cargo planes to take full loads *in both directions*. Several years ago, the Hartsfield International Airport (Atlanta) made a concerted effort to siphon cargo business from MIA. It targeted the flower transport business from the Americas for relocation to the Hartsfield International Airport. In the end, despite a lucrative contract opportunity, the carriers decided to stay in Miami because Hartsfield could not assure them of a "back load" from Atlanta to their originating airport.

In other words, cargo airlines not only require physical proximity to other cargo carriers and passenger jets, but also depend on a full load in both directions between city pairs. An appreciation of this back load requirement is critical to an understanding of the economics of cargo operations at HARB. Without the full synergy of both passenger and cargo airlines within an immediate proximity to support a particular cargo carrier, profitable cargo operations could not likely be sustained. Additionally, the time delay and added cost of ground transportation of cargo between MIA and HARB makes it likely that reliable cargo operations out of Homestead would not be cost competitive.

The failure of synergy between MIA and HARB is a major reason for the anticipated failure of HARB as a commercial reliever airport.

HARB's layout is unattractive for commercial aviation

Another serious disadvantage facing the commercial development of HARB is the inherent limitations of its physical facilities. Due to previous use by the U.S. Air Force's Strategic Air Command, the runway at HARB is 300 feet wide and 11,200 feet long. Typical commercial service runways are approximately 150 feet wide and vary in length up to about 13,000 feet. As appropriate in certain respects as the runway, taxiways, and support aircraft-parking pavement would be for a commercial operation, there are two obvious limitations:

First, a fully loaded 747 type aircraft cannot comply with the FAA "refusal speed" parameters on a 11,200 foot runway during certain runway temperatures and at sea level pressure. It is for this very reason that runway 27L/09R at MIA was lengthened to 13,000 feet. Consequently, without lengthening the existing runway, certain aircraft limitations already exist.

Second, there is only one runway and one supporting taxiway. Any situation which would cause the closure of this single runway would completely terminate all business activity associated with inbound and outbound air service to this site. The failure of navigational aids during less than VFR conditions would close the runway. The failure of the runway lighting system, or significant components of that system, would close the runway during nighttime and any period of less than VFR conditions. An aircraft crash or emergency that cannot be removed from the active runway will terminate flight operations until the situation is remedied.

Tactical and strategic military aircraft working out of HARB do not transport people or products that have a specific destination for connection or distribution. Military regulations can, and do, differ from the limitations imposed on civilian flying and certain conditions that would restrict civilian flying can be waived for military operations. For commercial aviation, though, the limitations at HARB present a real and considerable risk to *any* business that is dependent on continuous availability of a takeoff and landing area. Even if low-cost passenger jet operations or single-source cargo haulers would accept these limitations, the commercial airport at Homestead would always be a marginal facility.

Miami Dade County is now desperately trying to promote a Homestead facility that is a "limited commercial airport." It is important to point out that this is a complete reversal of the County's earlier position – a position that is more consistent with the physical limitations of the facility – as set forth in the conditional Airport Layout Plan approved by the Federal Aviation Administration. At that time, County representatives insisted that permitting the second runway was essential to the

financial viability of a Homestead commercial reliever airport, given the serious capacity constraints in the existing facility.

Skeptics have every reason to doubt the authenticity of the County's claim that it will develop a "small, green airport". A small "regional" airport cannot be financially viable at HARB, unless it is the first step in a plan to extend the existing runway and to build a second runway.

Because of serious environmental concerns, it is highly doubtful that, in fact, its single runway could ever be extended or that additional paved facilities (another runway, more taxiways, additional ramp parking) could ever be approved environmentally. In this regard, it should be noted that several studies done in preparation of the base conversion have indicated concerns about water quality impacts due to storm water runoff and below ground contaminants, as well as the presence of protected species such as the West Indian manatee, the American crocodile, and the Eastern Indigo snake.

HARB's disadvantageous location

One of MIA's greatest competitive disadvantages is its physical location, virtually at the southern end of a 447-mile long peninsula. MIA is a full day's drive from east-west interstate crossroad connections to the remaining continental United States. This is important as many products are shipped by air and then transferred to truck or rail for U.S. distribution. Again, Atlanta's Hartsfield poses a significant competitive threat because of its more geographically centralized location and its traditional reputation as a road and rail crossroad. Even within Florida, the more northern and western location of Orlando International Airport provides significant ground transportation advantages over Miami. It would only exacerbate the location problem if cargo operations were moved another one-hour drive *south* of MIA.

As current Federal law prohibits an airport operator from denying access to any certificated air carrier (cargo or passenger), any passenger or cargo airline operating from HARB would do so by choice. Considering that ground transportation cost would be increased for such a carrier, that the only available interstate roadway system is the Florida Turnpike, that no rail system is available, and that the millions of square feet of warehouse and storage space presently available on and adjacent to MIA is not available at HARB, there appears to be no justifiable business purpose for such a voluntary relocation. Even if extremely favorable rental rates were to be provided by the HABDI group to any such carrier considering a relocation, the freight market would not exist. It is doubtful that there would be significant revenue to provide an acceptable profit margin, even considering the potential for minimum expenditures for leases and airfield operating costs.

The Homestead Air Base Developers Inc. (HABDI) group has made substantial promises regarding the creation of jobs for the local community, both during construction of facilities that would be built to support future operations and on a permanent basis to support ongoing aviation activities. But in public meetings, in response to questions by the news media, along with individual companies or individuals, HABDI has consistently been unable, or unwilling, to provide a single name of any air service operator or business which intends to locate their activities at HARB.

HABDI *claims* several potential client companies but state that these companies are not willing to make any commitments until negotiations between Miami-Dade County and HABDI have been finalized. This is highly unusual position: most developers seek a contingent commitment from name-recognized companies in order to assist in the promotion and financing of their overall

development plan. While providing a list of contingent commitments from respected aviation businesses would serve to back-up their claim for the potential job creation, HABDI's refusal to provide such information has led many in the community to believe that they have no one who is willing to re-locate their aviation business to HARB.

This concern is only further supported by provisions in the lease between HABDI and Miami-Dade County that provide no risk to HABDI and provides the group escape clauses that will place the burden of long range financing to construct buildings and facilities, which may go unused, on the taxpayers of Miami-Dade County. The minimum commitment, according to the HABDI lease, for taxpayer liability is \$60 million. This is not the only liability taxpayers could face. In public meetings, county staff has advised the Miami Dade County Commission of potential "unlimited liability" in the case that the air base is transferred to the County without resolution of major on-site pollution contamination problems.

Disadvantageous regional competition

In prior decades, despite geographic disadvantages, Miami's airport was highly successful and grew into one of the leading airports in the world. But during those early growth years of the 50's, 60's and 70's, several important factors contributed to MIA's growth:

- (1) Disney World had not been established in the Orlando area to displace Miami beaches and big name entertainment as the major state tourism draw.
- (2) Aircraft were range limited (propeller aircraft and early jets) and thus Miami was a necessary refueling point for flights from Latin America.
- (3) Although Atlanta was a progressive city with an expanding airport, its business climate was purely domestic and the airport was tightly controlled by a single dominant carrier.
- (4) Latin business transactions in the U.S. were conducted almost entirely in Miami due to the commonality of language.

Today, however, Disney World is the single largest tourist attraction in the state of Florida and the resultant growth of the surrounding Orlando area has sparked an enormous need for a rapidly growing international airport that would develop the same synergisms between multiple carriers that Miami has known for so long.

In 1999, according to Airport Council International (ACI) statistics, while MIA cargo volumes *decreased* by 7.9%, Orlando's cargo volume increased by 9.7%. Moreover, in 1999, passenger traffic at Orlando increased by 5.2% while Miami *decreased* by 1%.

As a result of technological advances, aircraft can now fly non-stop from Tokyo to Atlanta (e.g., All Nippon Airways). The need to stop at a particular airport for fuel or services has now been largely eliminated. Atlanta has become one of the premier business centers of the world, attracting significant numbers of corporate headquarters relocations each year. Its central location has helped it develop into a major transshipment point, serving air carriers from around the world.

Again, according to ACI statistics for 1999, while MIA cargo volumes *decreased* by 7.9%, Atlanta's cargo volume only *decreased* by 2.6%. Atlanta has now overtaken Chicago as the number one most active airport in the United States. In 1999, passenger traffic increased in Atlanta by 6.1% while Miami *decreased* by 1%.

Latin business has moved out of the confines of the Miami community and is rapidly expanding north through Florida and into many other states. The English language is accepted as the universal language of business and most Latin educational systems mandate its teaching, smoothing the integration of other North American airport locations into the Latin trade.

In other words, it is critical to understand MIA's place in the aviation business today and not be misguided by its past enormous success, based on conditions that no longer exist. MIA will undoubtedly continue to grow and prosper, eventually to the point of saturation. But the expansion of competitor airports will likely cause the growth of MIA to occur at a rate significantly lower than the rate enjoyed by those competitors.

To remain competitive, MIA must immediately embark on a long-range strategy to capitalize on its competitive assets. Having all of these assets at one location has been one of its strengths. Every community and every airport planner understands the advantage of consolidating all air service in one spot and tying that site to significant road and rail systems to complete a seamless intermodal system of moving people and cargo.

For the reasons pointed out herein, it is clear that HARB cannot succeed as an alternative to MIA and certainly has less potential for success if developed as a supplemental airport to MIA.

Conclusion

Every airport faces this dilemma of being the victim to its own success, unless long-range planning is undertaken while there is still time to plan expansion in the midst of airport induced growth. Orlando International had the good fortune and foresight in years past to acquire enough property to allow airport expansion well into the future.

Similarly, in the Atlanta area, millions of dollars have been spent purchasing luxury homes under the law of eminent domain, so those homes could be razed and the property used for the expansion of the airport. Local leaders there took the politically unpopular stance against the homeowners because of their awareness of the economic value of a greatly expanded international airport to all citizens in the region. Today, as a consequence, Hartsfield is a major force to be reckoned with as a competitor to MIA for international passenger and cargo air service.

Finally, over thirty years ago, the leadership of the two rapidly growing, yet competing, communities of Dallas and Fort Worth, Texas realized the advantages of working together to build one of the largest airports in the world, exactly 17 miles equidistant from each city. This, of course, is the mega-complex known as the Dallas-Fort Worth International Airport, or DFW, which has turned into a great aviation success story.

In Miami, however, the story is different. The history of aviation at MIA has already been written. The current airport exists on 3,200 acres of land and overall acreage expansion limited by major residential and commercial developments abutting the airport on all four sides, along with interstate highways on the south and west sides. This means that when the saturation point is reached, MIA has very few, and even then very costly and politically-sensitive, options to expand beyond its current physical boundaries to increase capacity.

It is convenient to imagine that Homestead Air Force Base could be a reliever airport to MIA, and Miami Dade County has already spent more than \$10 million in planning studies to point us in that direction. It is, unfortunately, the wrong direction.

Careful planning, therefore, by concerned and forward-thinking community leaders would recognize that several options must be considered if the air service into and out of the Miami area is to continue at highly competitive world class levels. Any solution must account for major interstate highways, local access roads, and rail systems to support particular locations. Environmental issues, such as proximity to the Everglades and other sensitive environmental resources, must be considered with great care.

Clearly, if there are reasons to develop the former Homestead Air Force Base as a significant aviation facility, these reasons are divorced from fiscal responsibility and meeting regional aviation needs. The most conceivable rationale for the planned project is as an immense public subsidy for private development. It is certainly inappropriate and unwise to claim that aviation needs are being served by attempting to permit a commercial airport in between two national parks and a national marine sanctuary.



Lloyd Miller
P.O. Box 901587
Homestead, FL 33090

DESTRUCTION OF
BISCAYNE
NATIONAL
PARK



MS. BETTY CURRIE
OFFICE OF THE PRESIDENT
THE WHITE HOUSE
WASHINGTON, D.C.
20500

BY

THE WHITE HOUSE
WASHINGTON

9/8/00

Delic -

✓ Paul just forwarded
these letters to me to
be attached to the
earlier package. Thanks.
MR

Advisory Board

Kathy Anderson, Executive Director, Walden
Woode Project & Thoreau Institute

Representative Cory Atkins (honorary)

Ed Begley, Jr., Actor, Environmentalist

Richard D. Brown, Professor of History
University of Connecticut

Ken Burns, Director, Producer, Historical
Documentation

Edward Countryman, Professor of History,
Southern Methodist University

Joan Cusack, Actress

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Northeastern University Former
Governor, Massachusetts

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Dan Healey, Recording Artist, Founder
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Country Conservation Alliance &
RESTORE: The North Woods

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David McCullough, Historian, Author

Congressman Martin T. Meehan, (honorary)

Richard Moe, President, Natl. Trust for
Historic Preservation

Wesley T. Mott, President-Elect,
The Emerson Society

Paul Newman, Actor, Humanitarian

Gregory Peck, Actor, Environmentalist

John Rawls, Philosopher, Professor,
Harvard University

Christopher Reeve, Actor, Director,
Humanitarian

Congressman John F. Tierney (honorary)

Nicola S. Tsongas, Humanitarian,
Environmentalist

Edward O. Wilson, Ph.D., Author
Professor, Harvard University

Joanne Woodward, Actress, Humanitarian

Alfred F. Young, Professor Emeritus of
History, Northern Illinois University

Stewards of Sites

Nancy Nelson, Superintendent, Minute Man
National Historical Park

Rud Oliveira, Project Leader, Great Meadows
National Wildlife Refuge, U.S. Fish and
Wildlife Service

Wesley T. Ward, Director of Land
Conservation, Trustees of Reservations

Jan Turnquist, Executive Director,
Orchard House

Save Our Heritage

Minute Man National Park
Walden Woods
Lexington Green
The North Bridge
The Old Manse
Orchard House
Established Woods
Great Meadows
The Hanscom Project

6 pages including cover

To: Paul Galastri

From: Marty Pepper Aisenberg

Executive Director

57 Main Street Concord MA 01742

phone: 978-369-6662 fax: 978-369-6712

United States Senate
WASHINGTON, DC 20510

July 6, 2000

Ms. Jane F. Garvey, Administrator
Federal Aviation Administration
800 Independence Avenue, S.W.
Washington, DC 20592

Dear Administrator Garvey:

Recent changes in airline service at Hanscom Field in Bedford, MA require thoughtful review on the part of the FAA. The expansion of commercial aviation at Hanscom affects a large number of internationally significant natural and historic resources.

Recognizing the need for protection of our cultural and ecological resources, Congress enacted Section 106 of The National Historic Preservation Act of 1966, and Section 4(f) of the Department of Transportation Act of 1966. Under these regulations, the FAA has the responsibility to assess the potential for damage to historic and natural resources, including cumulative effects, and to consider alternatives that would remove the threat. If potential damage is found to be significant, and feasible alternatives are available, Sections 106 and 4(f) require the FAA to deny the proposed permit.

There are alternatives to address transportation needs while preserving the unique character of the area surrounding Hanscom Field. Acela high-speed rail service to New York may offer a feasible alternative to LaGuardia air shuttle service, as the rail station is a fairly short drive from Hanscom Field. In addition, other regional airports currently have, or are seeking, the infrastructure necessary to absorb increased capacity.

With regard to Hanscom, the sites subject to the regulations include:

- Minute Man National Historical Park;
- Thoreau's Walden Woods and Walden Pond;
- Great Meadows National Wildlife Refuge;
- The Concord, Sudbury and Assabet Rivers designated under the Wild and Scenic Rivers Act;
- Estabrook Woods recreational/conservation area;
- Numerous other sites in close proximity to Hanscom Field that are listed as National Historic Landmarks or are listed on the National Register of Historic Places.

2

The actions taken by the FAA that are subject to review include:

- Granting the part 139 commercial operating certificate to Hanscom Field;
- Granting slot exemptions for service between Hanscom and LaGuardia;
- Amending the operating certificates of airlines seeking to operate at Hanscom.

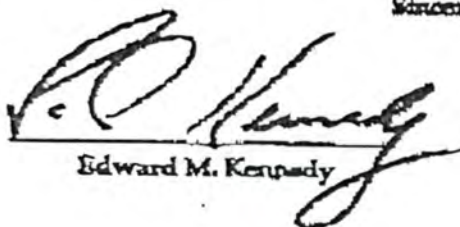
Expanded commercial operations at Hanscom Field were initially described as low impact and were presumably permitted under the categorical exemptions allowed by FAA regulations. However, it is anticipated that adding shuttle service to LaGuardia airport will result in hundreds of thousands of additional car trips per year through Minute Man National Historical Park and will add significantly to the ground and air traffic at the landmarks surrounding the airport, thereby impacting the integrity of these historical and ecological sites. Of great concern is the fact that some proposals to mitigate the problems of increased airport and development traffic may necessitate the taking of National Park land along the historic Battle Road (Route 2A) the resource Congress sought to protect in establishing Minute Man National Historical Park.

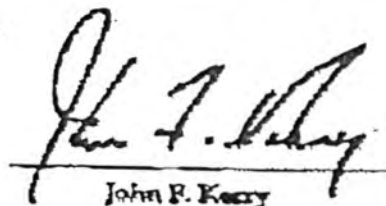
As you are undoubtedly aware, the change in status of Hanscom Field from a general aviation facility to a commercial airport came at a time when Hanscom was already the second busiest airport in New England and general aviation jet traffic was already expanding at 20% per year. At the time, the communities surrounding Hanscom Field secured public commitments from Massport that the airport would serve only as a general aviation reliever airport for Logan, and that it would not be used for certificated passenger operations. The commencement of commercial aviation at Hanscom is the subject of ongoing litigation between the surrounding towns and Massport.

The first year growth of commercial traffic at Hanscom is projected to be 350%. It is clear that the cumulative impacts of this expansion are significant. Both the National Trust for Historic Preservation and the Advisory Council On Historic Preservation have called upon the FAA for the review mandated by law in this case. In addition, the National Park Service is actively seeking the FAA's review and involvement.

We believe that Section 106 and 4(f) reviews are appropriate due to Hanscom's location amidst one of the most historic and ecologically significant areas of our country. We hope you will agree to undertake these reviews in the near future.

Sincerely,


Edward M. Kennedy


John F. Kerry

MARTIN T. MEEHAN
5TH DISTRICT, MASSACHUSETTS

2454 FLYNN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-0411 FAX (202) 225-0771

COMMITTEES:
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JUDICIARY
SUBCOMMITTEE ON CRIME
SUBCOMMITTEE ON INVESTIGATION & CRIME



Congress of the United States

House of Representatives
Washington, D.C. 20515

July 19, 2000

DISTRICT OFFICE
11 KEARNEY SQUARE, THIRD FLOOR
LOWELL, MA 01852
(978) 450-0101 FAX (978) 451-4907

RAY STREET BUILDING
11 LAKEDOWN STREET, SUITE 100
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WALTON SQUARES
525 MAIN STREET, ROOM 112
MILFORD, MA 01751
(508) 481-0002 FAX (508) 601-4000

Jane Garvey, Administrator
Federal Aviation Administration
800 Independence Avenue SW
Washington, D.C. 20591-0001

Rodney Slater, Secretary
U.S. Department of Transportation
400 Seventh Street SW
Washington, D.C. 20590

Dear Administrator Garvey and Secretary Slater:

Thank you for sending representatives from your agencies, whom I have copied on this letter, to meet with me on July 12 to discuss commercial aviation at Hanscom Field. As you know, I have long expressed concerns regarding the impact of increasing flights at Hanscom on Minute Man National Historical Park, Walden Pond, Walden Woods, and the numerous other nearby historic and natural sites. I am writing you today because Shuttle America's selling tickets for service between Hanscom and New York's LaGuardia Airport in advance of Federal Aviation Administration (FAA) approval of this route is particularly outrageous.

At minimum, this recent action violates the integrity of the FAA decision on whether to undertake an environmental review of this new route. Additionally, this action could well constitute illegal consumer deception based on the fact that this is merely a theoretical service. I strongly urge your immediate action on this important issue. Specifically, I respectfully request that both the FAA promptly call for a halt to the Shuttle America sales while the decision regarding the review remains outstanding and the Department of Transportation formally investigate the legality of these sales at this point during the FAA's decision-making process.

I find this matter all the more disturbing given the ongoing internal FAA review of whether the FAA itself properly followed the Section 106 review process with respect to the original Shuttle America flights at Hanscom.

Your agencies should take a strong stand in favor of both the air-traveling public and the environment by making sure that a thorough scrutiny of all of these issues takes place well in advance of what could "have the potential for serious adverse effects on historic properties" according to a recent letter by the National Trust for Historic Preservation.

I thank you for considering these comments. If you have any questions, please contact me or have a member of your staff call Mark S. Sternman of my Lowell office.

PRINTED ON RECYCLED PAPER



Cons. Meehan

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11:43 08/19/00

July 19, 2000
Page 2

Sincerely,

Martin T. Meehan

Marty Meehan
Member of Congress

cc: Nancy T. Alcade, U.S. Department of Transportation
James R. Daan, U.S. Department of Transportation
Albert C. Eisenberg, U.S. Department of Transportation
L. Willene Minnick, Federal Aviation Administration
Howard Nesbitt, Federal Aviation Administration
David Traynham, Federal Aviation Administration

Congress of the United States

Washington, DC 20515

July 20, 2000

The Honorable Jane F. Garvey
Administrator
Federal Aviation Administration
800 Independence Ave, SW
Washington, DC 20591

Dear Administrator Garvey:

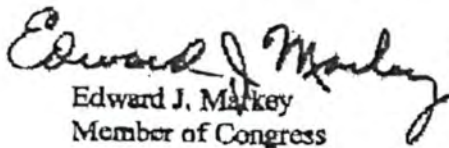
We are writing on an issue of serious concern to our constituents in Lexington, Lincoln and Bedford, as well as adjacent Hanscom Area Towns. As you know, the residents of these Hanscom Area Towns are troubled by recent developments at Hanscom Field surrounding the application submission by Shuttle America to begin daily flight service between Hanscom and New York's LaGuardia Airport.

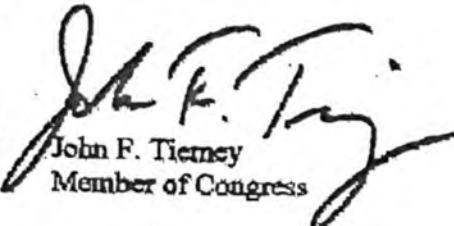
In a letter to Secretary Slater on March 30, 2000, we were joined by our colleague Rep. Martin Meehan in expressing reservations about granting an exemption to Shuttle America to fly the Hanscom to LaGuardia route. These reservations included the fact that Hanscom falls within the Boston "hub," and as a result, Shuttle America is not offering a new service in an "under served area." Concerns have also been raised that the Boston-New York corridor is already saturated with flights and carriers.

Moreover, we would like to emphasize two additional important factors that must be considered before the Federal Aviation Administration reaches a final decision on the permissibility of the Shuttle America flights between Hanscom and LaGuardia. First, we believe that we must have a regional transportation policy in place before we begin to approve individual aspects that may not be part of a final strategy. We applaud your leadership in advocating this approach in the past and we note that the decisions made regarding this exemption will have clear implications for other regional airports as well as a high-speed rail system. We need to make more efficient use of underutilized airports which already welcome commercial traffic, not create another where commercial traffic is incompatible. Second, we remain quite concerned that your decision might be made without the benefit of a review under Section 106 of the National Historic Preservation Act. Increasing flights in and out of Hanscom increases flights in and out of the airspace of some of our state's and this nation's most treasured National Parks and historic places.

We understand that your decision on this matter may be imminent, and would therefore request that you review the concerns we have expressed in an expedited manner. Thank you in advance for your consideration.

Sincerely,


Edward J. Markey
Member of Congress


John F. Tierney
Member of Congress

cc: The Honorable Rodney E. Slater, Secretary of Transportation
The Honorable Bruce Babbitt, Secretary of the Interior

'00 SEP 8 AM 11:49

U.S. Embassy Belize

Gabourel Lane at Hutson Street, Belize City

Unit 7401, APO AA 34025

Fax: 501-2-30802; Phone: 501-2-77161

September 8, 2000

TO: Carol Cleveland, The White House
Fax Number: 202-456-2215

FROM: Jan Wheeler, Secretary to Carolyn Curiel, *Jan*
U.S. Ambassador to Belize

SUBJECT: Letter Request From The President

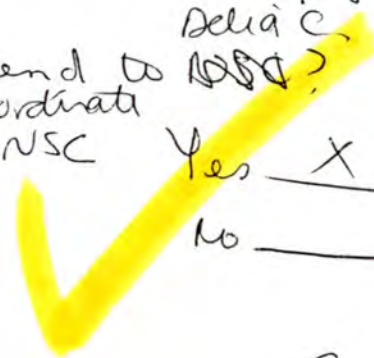
The Ambassador has been asked if the President would send a message of congratulations to The Right Honourable George Price who will be presented the first-ever National Hero of Belize decoration. The decoration ceremony will take place on Tuesday, September 19, 2000, and Ambassador Curiel will read the President's letter.

Attached is a draft for your consideration. Thank you in advance for all your help. The Ambassador sends her best wishes and regards.

Attachment:
As Stated.

Total pages: 2

9-8-00
Delia C.
Send to NSC? *NSC?*
coordinate
of NSC Yes X
No

*Cal*

The Right Honourable
George Cadle Price
Senior Minister
Belmopan, Belize

Dear Mr. Minister:

It gives me great pleasure to extend congratulations on behalf of the American people for the great honor bestowed on you as first recipient of the National Hero of Belize decoration. Recognition as the Father of your country is a spectacular appreciation for your tireless work for the people of Belize. The changes you have helped orchestrate in your fifty plus years of service from colonialism to Independence are a living tribute to you and your love of country.

You have contributed greatly as Belize has taken its place in the community of democracies in our hemisphere. As your partner in democracy, I am personally pleased to be able to salute you tonight.

For Hillary, the American people and myself, may you have many more years of service for the betterment of Belize.

William J. Clinton

13105 Northwest Freeway, Suite 770
Houston, TX 77040

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00 SEP 8 AM 10:27

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UWCB CO DZAL 062
EL-MOURADIA/ALGER 62 22-8 1610

MADAME BETTY CURRY
MAISON BLANCHE WASHINGTON
1600 PENNSYLVANIA AVE NW
WASHINGTON, DC 20500-0003

?

AU/NY 1600 RENSYLUANIA
WASHINGTON DE 20500 U PA

ARRIVERAI TUNIS 23 AOUT SOIR OU 24 AOUT MATIN POUR CONTACT
CONSULAT AMERICAIN STOP POUR VISA ET BILLET D AVION POUR
NEW YORK STOP PRIERE AVISER AUTORITES AMERICAINNES ET
PENTAGONE ET CADRE BICATERAC AUTORITE TUNISIENNES MERCI

9-8-00

Send to ~~ROC~~

Yes

No

NNNN

August 24, 2000 10:01:28

cuo

WORLD COM

Telegram/Cablegram
13105 Northwest Freeway, Suite 770
Houston, TX 77040



Mr. Frank C. Muggia
169 Fox Meadow Lane
Orchard Park NY 14127

9-8-00

To Eugenie for letter?

Yes ☒

No ☐

B.

August 9, 2000

Ms. Capricia Marshall, Social Secretary
The East Wing
The White House
1600 Pennsylvania Ave.
Washington DC 20500

Dear Ms. Marshall;

Ms. Noell Bujold invited me to write you with the enclosed invitation which, I understand, you are expecting to receive.

The invitation represents the celebration we are offering in honor of our dad, a recent and very grateful cancer survivor, who, with our mom, has been the foundation of our lives in so many ways.

Because he has been a staunch supporter of President Clinton over the past eight years and a great admirer of his through every moment of that time, we know he would be honored, touched and enormously pleased if we can present to him a letter of "Best Wishes" from President Clinton. Naturally we understand the President cannot attend our delightful gathering, but his letter would mean a very great deal to our dad.

I hope, so much, this can be done and thank you, on all our parts, for yours and his consideration of our request.

Sincerely,


Frank C. Muggia

Copy: Ms. Nancy V. Hemreich
Enclosure

Three Sons and their Mom Inc.

We do birthday parties (65+)
We do anniversaries (40+)
We honor "the right stuff"

We just don't do retirement gigs.

Invite you to a Grand Toast for Dr. Albert L. Muggia

Children Welcome
We have sitters for
Saturday night

RSVP to 978-474-8755 or
AL@Muggia.com



September 9, 2000



When:
Weekend of September 8th.

Where:
The Killington Grand,
Killington, VT.

How:
Call 1-800-343-0762 (before
8/8/00) and reserve a blocked
room for the weekend under
"Muggia celebration."

What:
Friday evening - informal

Saturday open for talking,
walking, biking, hiking, swimming,
golf, tennis, cards, etc...

Saturday 6PM - cocktails

7:30 - Dinner

10:00 - Music

Sunday - breakfast buffet 8:30 -
noon

Please bring stories and
memories, but no gifts.

No further
C. for

1..1,111,000,1,111,000,111





ROGER W. JOHNSON
AND ASSOCIATES, LLC

'00 SEP 8 PM5:18

August 28, 2000

Betty Currie
The White House
1600 Pennsylvania Ave.
Washington, DC 20500

Subject: Congratulations letter from POTUS to Al Roberts and Ken
Jillson

Dear Betty,

Janice and I have been quite active with AIDS Services Foundation for several years. Al Roberts is their dedicated and generous founder and his partner Ken has also been very active for nearly 20 years.

As part of their support, the two of them began an annual fundraising event called "Splash" centered around their pool at their home. Over the past 15 years the production has grown to a point where this year it will raise over \$500,000 - the single largest AIDS fundraiser of its kind in the nation. Over the 15 years of the event they have raised over \$5 million which supports a full staff dedicated to hands on support of over 500 HIV and AIDS clients in the Orange County Area.

September 21 - 25 will be the last of these events and Janice and I believe that their long and dedicated service is worthy of the President's acknowledgement.

I have attached a possible draft letter but obviously any modifications or rewrites are welcome. Thanks for your help.

Janice says hi - hope to see you before the sand runs out. We'll be back for a final Preservation Committee meeting later this year and I'll be back for a final Clinton Legal Defense press conference around the same time. I'll call when we have dates and see if we can drop by to say hello.

Your friend,

Roger W. Johnson ¹⁸⁰⁰
Roger W. Johnson

9-8-00

*To Cohen for message
letter?*

Yes ☒ No ☐

R.

3200 PARK CENTER DRIVE
SUITE 310
COSTA MESA, CA 92626

TEL (714) 979-6832

FAX (714) 979-6823

e-mail: rogerwjohnson@msn.com

Draft

Mr. Al Roberts
Mr. Ken Jillson
1179 Katella
Laguna Beach, CA 92651

Dear Al and Ken:

I want to take this Opportunity to recognize both of you for your unwavering commitment to people living with HIV and AIDS in Orange County, California. The annual project called "The Big Splash" has grown in both artistic and financial success. In fact, The Big Splash has raised more than \$5 million dollars and has earned the distinction of being the largest and most successful "backyard" AIDS fundraiser in the nation. In addition to providing seed money for establishing AIDS Services Foundation in 1985, The Big Splash has inspired thousands to contribute their time, energy and financial support to help care for people with HIV and AIDS.

Your leadership makes you part of a distinguished group of Americans who saw a pressing need within their communities and quietly but persistently fulfilled their commitment to serving those in need. As such, your contribution to The Big Splash and AIDS Services Foundation is not only exemplary, but also shows what is possible when a community of people join together to improve the lives of others.

On the occasion of the final presentation of The Big Splash, I am sending my heartfelt congratulations and warmest wishes for your success.

POTUS

9-3-00

Send to Regulatory
Affairs -

Yes ☒

No ☐

cul

BENJAMIN A. GILMAN
20TH DISTRICT, NEW YORK

INTERNATIONAL RELATIONS
COMMITTEE
CHAIRMAN

REPUBLICAN POLICY
COMMITTEE

Congress of the United States
House of Representatives
Washington, DC 20515-3220

COMMITTEE ON
GOVERNMENT REFORM

SUBCOMMITTEES
POSTAL SERVICE
CRIMINAL JUSTICE, DRUG POLICY
AND HUMAN RESOURCES
'00 SEP 8 PM 4:51

September 8, 2000

President William J. Clinton
The White House
Washington, D.C.

Dear Mr. President:

Our country is suffering from a severe energy crisis, and the American people are being held hostage by OPEC. The price of crude oil contracts at \$34.90 per barrel are now the highest they have been in a decade. As reported on the front page of the *Washington Post* (9/7/00), the Department of Energy's Energy Information Administration (EIA) reports that total U.S. crude oil reserves are at a 24-year low, while there is a 30 percent projected rise in home heating oil prices this winter over last year's high prices. This will further strangle our hard-working American families already suffering from exorbitant fuel and oil prices.

The United States imports 55 percent of its crude oil. OPEC produces 40 percent of the world's oil supply, placing the United States in the precarious position of relying on foreign powers to fulfill our crude oil requirements. Many of these oil producing nations are "states of concern" and have national interests that run counter to our own. In a recent publication of the Clean Fuels Development Coalition, former director of the Central Intelligence Agency, R. James Woolsey believes that our dependence on foreign oil is one of the three major threats to the national security of the United States.

By September 8, 2000, it will be 20 days that oil prices are above \$28 per barrel and will trigger OPEC's price band mechanism. This mechanism mandates that OPEC produce an additional 500,000 barrels per day. Regrettably, this additional production will do little to reduce, and contribute to stabilizing crude oil prices. In fact, in its Short-Term Energy Outlook, the EIA projects that imported crude oil will remain above \$28 per barrel for the remainder of the year. Even if OPEC agrees to increase its production at its meeting on September 10th, the EIA reports that "only Saudi Arabia, Kuwait, and, to a lesser degree, the United Arab Emirates will have significant capacity to expand production." Analysts report that if OPEC increases total production by one-million barrels per day, the oil would not be available to consumers until mid-November, 2000, and will do little to prevent further spikes in imported crude oil prices this year.

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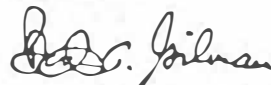
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President William J. Clinton
September 8, 2000
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Mr. President, while you have expressed concern and encouraged OPEC to raise output at the United Nations Millennium Summit, I urge you to use the full powers and resources of your office to mitigate this crisis with the OPEC 10 before its meeting on September 10, 2000. Thank you for your urgent attention to this matter of grave concern to the people of our country and to the national security of the United States.

Sincerely,



BENJAMIN A. GILMAN
Member of Congress

BAG:mmh

cc: Secretary of State Albright
Secretary of Energy Richardson