

(b)(4)

(b)(6)

Hale, Paola Rodriguez

(b)(6) **From:** Hale, Paola Rodriguez [REDACTED]
Sent: Thursday, March 15, 2007 4:55 PM
To: Cmbexport@aol.com; Hale, Paola R
 (b)(6) **Cc:** [REDACTED]lpursell@rockislandauction.com
Subject: RE: CMB Export, LLC Conversation with Mr. Berez

Good afternoon Mr. Hogan,

I look forward to working with you as well. Please rest assured that I will keep the lines of communication open as I work the case--I will contact you directly if I need any additional information.

Thanks,
 Paola
Paola Rodriguez Hale, Esq.
Adjudications Officer
Business and Trade Branch
Service Center Operations
U.S. Citizenship and Immigration Services
Department of Homeland Security

(b)(6)

From: Cmbexport@aol.com [mailto:Cmbexport@aol.com]
Sent: Thursday, March 15, 2007 4:43 PM
To: Hale, Paola R
 (b)(6) **Cc:** [REDACTED]lpursell@rockislandauction.com
Subject: CMB Export, LLC Conversation with Mr. Berez

Dear Ms. Rodriguez-Hale:

I was able to talk to Mr. Morrie Berez today. I was very excited, as he expressed confidence in the CMB Regional Center and the good that we can do to help a high unemployment area. He said that both of you are extremely busy trying to get 17 cases done.

He wanted me to tell you that he had made a commitment to me to have the updated Regional Center Letter by Friday of next week (Friday, March 23, 2007).

Also, he wanted me to tell you that if you have any questions about the CMB Regional Center, to call me directly. Let me assure you that if I am not in the office, I promise that if you give me a direct line to call you, my staff will get me on the phone within the hour of your call.

Paola, CMB and the former military bases of California have been waiting for far longer than our meeting on December 20th, 2006 for an approval. As we discussed in that meeting, the CMB program as it existed in 1998 should have been approved, and certainly meets the requirements of today's program.

I cannot tell you how much I appreciate your hard work. There are not many people today that understand the abuses of the program in the past. Being a victim of the past programs, I applaud all efforts to keep regulations stringent and tight so that those who are doing it right are rewarded with approvals for their clients.

I will get off my soap box now, and just thank you for all of your help.

Best regards,

Patrick F. Hogan, President
CMB Export, LLC

AOL now offers free email to everyone. Find out more about what's free from AOL at AOL.com.

Hale, Paola Rodriguez

From: Berez, Morrie R
Sent: Wednesday, February 21, 2007 4:03 PM
To: 'info@cmb5visa.com'
Cc: cmbexport@aol.com; bhurles@yahoo.com; Hale, Paola Rodriguez
Subject: RE: CMB Export

Hello Mr. Hogan:

Thanks for your email follow up and the attached materials. We'll be looking them over shortly and getting back to you.

Kindest regards,

Morrie Berez

-----Original Message-----

From: Pat Hogan [mailto:info@cmb5visa.com]
Sent: Wednesday, January 10, 2007 6:53 PM
To: Berez, Morrie R
Cc: cmbexport@aol.com; [REDACTED] (b)(6)
Subject: CMB Export

January 10, 2007

Maurice Berez
U.S. Citizenship and Immigration Services
Chief Adjudications Officer
U.S. Department of Homeland Security
111 Massachusetts Ave. N.W. 3rd Fl. Ste. 3000
Washington, DC 20529

Dear Mr. Berez:

Thank you again for meeting with Mr. Stone, Mr. Hurley and myself on December 20th. As promised at that meeting I was to give you the following:

- Updated Business Plan for CMB Export
- Updated Summary of the Investment Terms in CMB Export
- Updated Economic Impact Analysis of the CMB project (using IMPLAN)

Please find enclosed the above information.

You stated that once you reviewed the updated information you would issue an updated approval letter of the CMB Export Regional Center.

(b)(4)

I again thank you and have enclosed my contact information below if you need clarification on any issues.

Sincerely,
Patrick F. Hogan, President
CMB Export LLC

Office: 309-797-1500
Fax: 309-797-1655
Cell: 563-529-0982
pat@cmbbeb5visa.com

PH/lp
Enclosures

Hale, Paola Rodriguez

From: Bill Hurley [REDACTED] (b)(6)
Sent: Thursday, March 22, 2007 4:19 PM
To: Paola Rodriguez-Hale
Cc: cmbexport@aol.com
Subject: Conference Call Friday 3/23 @ 3 PM (Eastern)

Dear Paola:

Per our discussion, you, Mr. Hogan and I will conduct a conference call to address any open issues relative to the amendment to the CMB Export LLC Regional Center. We will call you at 3:00 p.m. Eastern time.

Thank you.

Bill Hurley
Executive Director
CMB Export LLC

(b)(4)

It would seem that you have accomplished a tremendous amount in 2006; I hope 2007 is even better for you. Happy new year to you.

Sincerely,

LINCOLN STONE

Hale, Paola Rodriguez

From: Hale, Paola Rodriguez
Sent: Friday, March 30, 2007 6:48 PM
To: 'Cmbexport@aol.com'; [REDACTED]
Cc: 'Lincoln Stone'; Berez, Morrie R
Subject: RE: CMB RFE

Good afternoon Mr. Hogan:

This office has completed its second review of the CMB Export LLC Regional Center amendment and supporting evidence, and is unable to complete processing of your application without further information. As previously agreed, to save time to meet your desire to turn this around within shortest period of time, I am providing the below information to serve as a second "E-mail RFE" to facilitate your expansion/redrafting of CMB's amendment.

Thank you,
Paola
Paola Rodriguez Hale, Esq.
Adjudications Officer
USCIS Foreign Trader, Investor & Regional Center Program
Service Center Operations Business & Trade Services

(b)(6) [REDACTED]

~~This communication, along with any attachments, is covered by federal and state law governing electronic communications and may contain confidential and legally privileged information. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, use or copying of this message is strictly prohibited. If you have received this in error, please reply immediately to the sender and delete this message.~~

Patrick F. Hogan, President
CMB Export LLC
4507 49th Avenue
Moline, Illinois 61265

Application: Amendment to the CMB Export LLC Regional Center
Applicant: Patrick F. Hogan
Enterprise: CMB Export LLC Regional Center (CMB)

RE: CMB Export LLC Regional Center's amendment to update its business plan and economic impact analysis

SECOND REQUEST FOR ADDITIONAL EVIDENCE

This request supplements the previous Request for Evidence dated March 22, 2007 and serves as an additional request for information. This office is unable to complete processing of your request without further information. **Please read and comply with the additional supplemental items requested below, then resubmit the evidence requested to the address listed below, including this letter.**

3/30/2007

(b)(5)

USCIS Service Center Operations

CC: Lincoln Stone, Esq.
Stone & Grzegorek LLP
800 Wilshire Boulevard, Suite 350
Los Angeles, CA 90017

Hale, Paola Rodriguez

(b)(6) **From:** Hale, Paola Rodriguez
Sent: Friday, March 30, 2007 6:48 PM
To: 'Cmbexport@aol.com'; [REDACTED]
Cc: 'Lincoln Stone'; Berez, Morrie R
Subject: RE: CMB RFE

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This office has completed its second review of the CMB Export LLC Regional Center amendment and supporting evidence, and is unable to complete processing of your application without further information. As previously agreed, to save time to meet your desire to turn this around within shortest period of time, I am providing the below information to serve as a second "E-mail RFE" to facilitate your expansion/redrafting of CMB's amendment.

Thank you,

Paola

Paola Rodriguez Hale, Esq.

Adjudications Officer

USCIS Foreign Trader, Investor & Regional Center Program

Service Center Operations Business & Trade Services

(b)(6) [REDACTED]

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Patrick F. Hogan, President
 CMB Export LLC
 4507 49th Avenue
 Moline, Illinois 61265

Application: Amendment to the CMB Export LLC Regional Center
 Applicant: Patrick F. Hogan
 Enterprise: CMB Export LLC Regional Center (CMB)

RE: CMB Export LLC Regional Center's amendment to update its business plan and economic impact analysis

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(b)(5)

USCIS Service Center Operations

CC: Lincoln Stone, Esq.
Stone & Grzegorek LLP
800 Wilshire Boulevard, Suite 350
Los Angeles, CA 90017

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Patrick F. Hogan, President
CMB Export LLC
- page 3 -

I hope that this analysis will resolve some of the concerns over job creation associated with the investment scenarios. If you or USCIS have further questions or comments, please don't hesitate to contact me.

Sincerely,

A handwritten signature in black ink that reads "Randal Wiedemann". The signature is written in a cursive style with a large, prominent initial 'R'.

Randal Wiedemann

Hale, Paola Rodriguez

From: Hale, Paola Rodriguez
Sent: Thursday, March 22, 2007 3:14 PM
To: Cmbexport@aol.com; [REDACTED]
Cc: 'Lincoln Stone'; Berez, Morrie R
Subject: CMB RFE

Tracking: Recipient Read

(b)(6)

Cmbexport@aol.com
 [REDACTED]
 'Lincoln Stone'
 Berez, Morrie R Read: 3/22/2007 3:23 PM
 Hernandez, Efren Read: 3/22/2007 3:19 PM
 Haskell, Alexandra P

CMB
 RFE

Good afternoon Mr. Hogan:

I believe that my call yesterday with your Executive Director, Bill Hurley, discussing your amendment to the CMB Export LLC Regional Center was very productive. As agreed, to save time to meet your desire to turn this around within shortest period of time, I am providing the below information to serve as an "E-mail RFE" to facilitate your expansion/redrafting of CMB's amendment.

Thank you,

Paola

Paola Rodriguez Hale, Esq.

Adjudications Officer

USCIS Foreign Trader, Investor & Regional Center Program

Service Center Operations Business & Trade Services

(202) 272- 8417

Paola.Rodriguez.Hale@dhs.gov

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Patrick F. Hogan, President
 CMB Export LLC
 4507 49th Avenue
 Moline, Illinois 61265

Application: Amendment to the CMB Export LLC Regional Center
 Applicant: Patrick F. Hogan
 Enterprise: CMB Export LLC Regional Center (CMB)

RE: CMB Export LLC Regional Center's amendment to update its business plan and economic impact analysis

3/22/2007

22

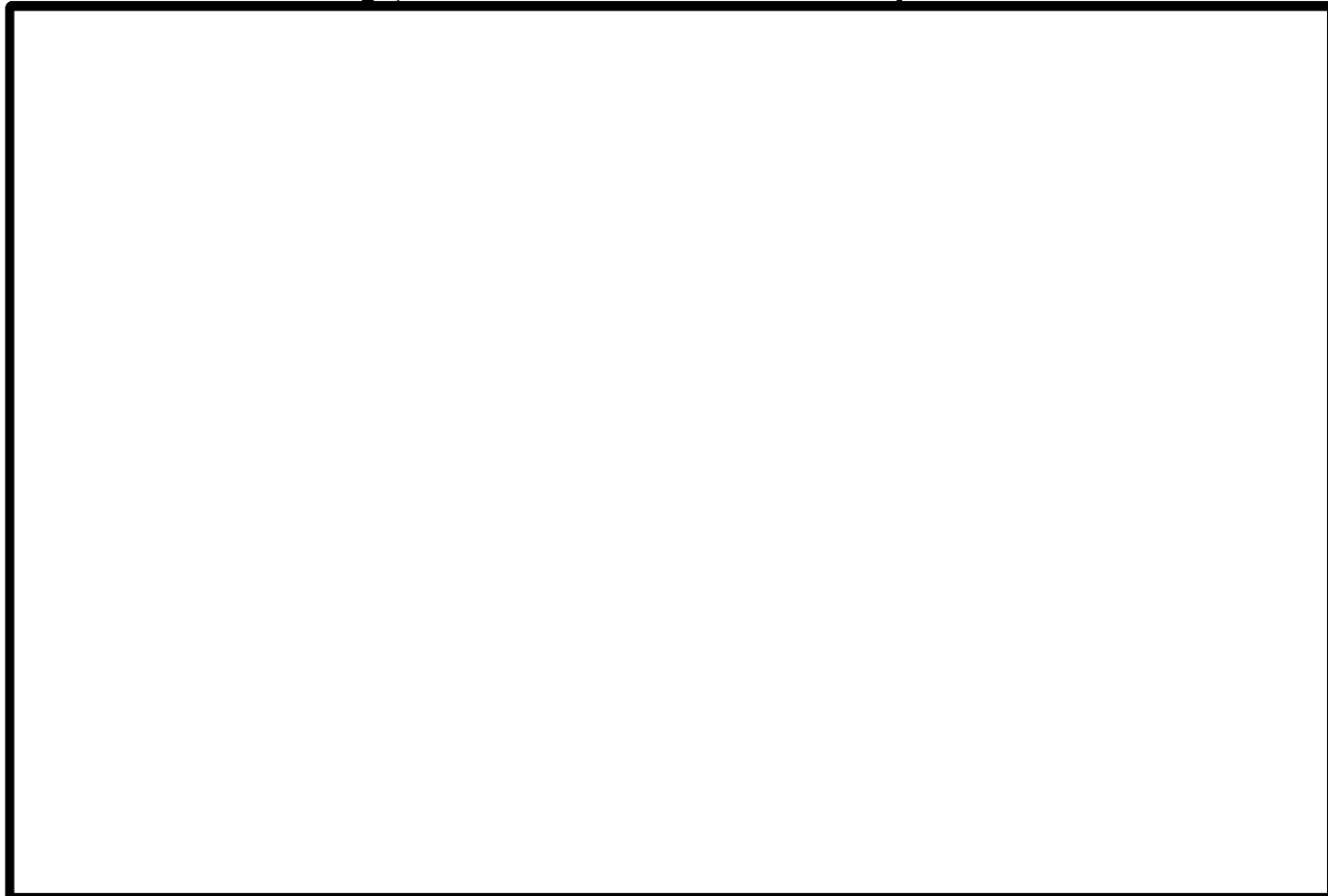
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Please comply with the above instructions and return this notice with your reply. *Failure to reply within 12 weeks may result in the denial of your petition.* A copy of this request for evidence and the requested documentation should be attached together on top.

Thank you.

Maurice R. Berez
Chief Adjudications Officer
Foreign Trader, Investor & Regional Center
Program
Business and Trade Services
USCIS Service Center Operations

CC: Lincoln Stone, Esq.
Stone & Grzegorek LLP
800 Wilshire Boulevard, Suite 350
Los Angeles, CA 90017

Patrick F. Hogan, President
CMB Export LLC
4507 49th Avenue
Moline, Illinois 61265

1st
AFE

sent
3-23-07

Application: Amendment to the CMB Export LLC Regional Center
Applicant: Patrick F. Hogan
Enterprise: CMB Export LLC Regional Center (CMB)

RE: CMB Export LLC Regional Center's amendment to update its business plan and economic impact analysis

REQUEST FOR ADDITIONAL EVIDENCE

This office is unable to complete processing of your request without further information. **Please read and comply with those items requested below, then resubmit the evidence requested to the address listed below, including this letter.**

If your submission is more than several pages, please use acco-fasteners to attach the documents at the top of each page.

U.S. Citizenship and Immigration Services
Service Center Operations Business & Trade Services
Foreign Trader, Investor & Regional Center Program
111 Massachusetts Ave, NW (ULLICO 3rd Floor, Suite 3000)
Washington, DC 20529

(b)(5)



CMB's recent submission seeks to update its business plan and to refine its job creation multipliers. Since CMB has a working history with the redevelopment authorities charged with the redevelopment of the former military bases, Inland Valley Development Agency (IVDA) and the San Bernardino International Airport Authority (SBIAA), it is CMB's intention to fully fund the investment requests for various infrastructure projects.

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Please comply with the above instructions and return this notice with your reply. *Failure to reply within 12 weeks may result in the denial of your petition.* A copy of this request for evidence and the requested documentation should be attached together on top.

Thank you.

Maurice R. Berez
Chief Adjudications Officer
Foreign Trader, Investor & Regional Center
Program
Business and Trade Services
USCIS Service Center Operations

CC: Lincoln Stone, Esq.
Stone & Grzegorek LLP
800 Wilshire Boulevard, Suite 350
Los Angeles, CA 90017

(b)(6)

Hale, Paola Rodriguez

From: Cmbexport@aol.com
 Sent: Friday, March 23, 2007 2:51
 To: Hale, Paola R
 Cc:
 Subject: CMB Export, LLC Document
 Attachments: Microsoft Word - CMB_ltd_pr
 EscrowAgreement_V.11_3
 Word - Subscription_Agreem

RFE 1st
 RESPONSE
 rec'd 3-23-07

March 23, 2007

Dear Ms. Rodriguez-Hale:

The request for additional information has been received and the following should provide the information requested. I have enclosed the following:

- To answer #1 I have enclosed the Limited Partnership Agreement and Subscription Agreement. These documents describe the key elements of the investment including fees, expenses and conditions. The documents are consistent with the underlying regulations at ~~8 CFR 204.6 and 216.6~~. Additionally in Section 8.06 of the Limited Partnership Agreement it is clearly spelled out that there is no redemption agreement whatsoever.
- To answer #2 I have enclosed a copy of the Escrow Agreement. The funds are released in only two events. Upon the denial of the I-526 to the investor or upon approval to the partnership. Further in Section 4.03 of the Limited Partnership Agreement the use of investment funds is severely restricted it clearly shows the full \$500,000 is to be solely used for the investment only.
- To answer #3 CMB has prepared a private placement memo (PPM). The offering of the investment cannot be offered to "U.S. persons" a term defined in regulations of the Securities Act thus CMB is exempt from the Securities Act. However CMB wants prospective investors to be as informed as possible and we created a PPM. This document is consistent with The Subscription Agreement, Partnership Agreement, Escrow Agreement and the USCIS regulations and precedent decisions.
- In response to #4 the job impact forecast by economist Mr. Wiedeman addresses the questions posed. Mr. Stone has sent you an email addressing this issue. We can discuss this upon our phone call. Thank you for all your help with getting CMB this much needed letter.

Specifically
 addresses
 redemption

Sincerely,
 Patrick F. Hogan, President
 CMB Export LLC

3/23/2007

32

AOL now offers free email to everyone. Find out more about what's free from AOL at AOL.com.

Hale, Paola Rodriguez

From: Lincoln Stone [lincoln@lskglaw.com]

Sent: Friday, March 23, 2007 3:00 PM

To: Hale, Paola Rodriguez; Cmbexport@aol.com; [REDACTED]

Cc: Berez, Morrie R

Subject: RE: CMB RFE

(b)(6)

Hello Paola,

Thank you for sending the e-mail RFE. I understand that the CMB documentation you requested is already on the way to you.

I will not be on the telephone conference you will be having shortly with Pat Hogan of CMB. I want to clarify something concerning your point #4 which addresses the job creation analysis.

[REDACTED]

(b)(4)

LINCOLN STONE
Stone & Grzegorek LLP
800 Wilshire Boulevard, Suite 350
Los Angeles, CA 90017
Telephone: (213) 627-8997
Facsimile: (213) 627-8998
Lincoln@lskglaw.com

[REDACTED]

THIS TRANSMISSION AND THE ATTACHED DOCUMENTS, IF ANY, ARE INTENDED ONLY FOR THE USE OF ADDRESSEE, AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL, AND EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. IF THE READER OF THIS MESSAGE IS NOT THE INTENDED RECIPIENT, OR THE EMPLOYEE OR AGENT RESPONSIBLE FOR DELIVERING THE MESSAGE TO THE INTENDED RECIPIENT, YOU ARE HEREBY NOTIFIED THAT ANY DISSEMINATION, DISTRIBUTION, OR COPYING OF THIS COMMUNICATION IS PROHIBITED. IF YOU HAVE RECEIVED THIS COMMUNICATION IN ERROR, PLEASE NOTIFY US IMMEDIATELY BY TELEPHONE OR RETURN E-MAIL AND DELETE THIS E-MAIL MESSAGE. THANK YOU.

From: Hale, Paola Rodriguez [mailto:[REDACTED]]
Sent: Thursday, March 22, 2007 12:14 PM
To: Cmbexport@aol.com; bhurles@yahoo.com
Cc: Lincoln Stone; Berez, Morrie R
Subject: CMB RFE

(b)(6)

Good afternoon Mr. Hogan:

I believe that my call yesterday with your Executive Director, Bill Hurley, discussing your amendment to the CMB Export LLC Regional Center was very productive. As agreed, to save time to meet your desire to turn this around within shortest period of time, I am providing the below information to serve as an "E-mail RFE" to facilitate your expansion/redrafting of CMB's amendment.

Thank you,
Paola
Paola Rodriguez Hale, Esq.
Adjudications Officer
USCIS Foreign Trader, Investor & Regional Center Program
Service Center Operations Business & Trade Services

(b)(6)

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Patrick F. Hogan, President
CMB Export LLC
4507 49th Avenue
Moline, Illinois 61265

Application: Amendment to the CMB Export LLC Regional Center
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RE: CMB Export LLC Regional Center's amendment to update its business plan and economic impact analysis

REQUEST FOR ADDITIONAL EVIDENCE

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U.S. Citizenship and Immigration Services
Service Center Operations Business & Trade Services
Foreign Trader, Investor & Regional Center Program
111 Massachusetts Ave, NW (ULLICO 3rd Floor, Suite 3000)
Washington, DC 20529

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ANALYSIS OF THE CMB EXPORT AMENDMENT:

[Redacted]

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Please comply with the above instructions and return this notice with your reply. *Failure to reply within 12 weeks may result in the denial of your petition.* A copy of this request for evidence and the requested documentation should be attached together on top.

Thank you.

Maurice R. Berez
Chief Adjudications Officer
Foreign Trader, Investor & Regional Center
Program
Business and Trade Services
USCIS Service Center Operations

CC: Lincoln Stone, Esq.
Stone & Grzegorek LLP
800 Wilshire Boulevard, Suite 350
Los Angeles, CA 90017

LIMITED PARTNERSHIP AGREEMENT

OF

**CMB INVESTMENT GROUP A, L.P.,
A California Limited Partnership**

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**EXHIBIT A
PARTNERS' NAMES, ADDRESSES, INITIAL CAPITAL
CONTRIBUTIONS, CAPITAL ACCOUNTS AND PERCENTAGE
INTERESTS**

CMB Investment Group A, L.P.

<u>Name & Address</u>	<u>Units</u>	<u>Capital Contribution</u>	<u>Initial Capital Account</u>	<u>Percentage Interest</u>
---------------------------	--------------	---------------------------------	------------------------------------	--------------------------------

General Partner:

CMB Export LLC
4507 49th Avenue
Moline, IL 91719

0

\$0.00

\$0.00



Limited Partners:

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EXHIBIT A

ESCROW ACCOUNT INFORMATION

Credit Bank:
ABA Number:
Credit Account:
Credit Account Name:
For Further Credit to:

For Benefit of:

CMB Investment Group A, L.P.,
[investor's name]

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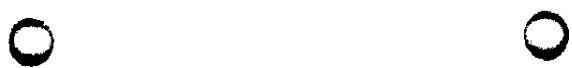


EXHIBIT A
SUBSCRIPTION AGREEMENT



EXHIBIT B
LIMITED PARTNERSHIP AGREEMENT

EXHIBIT C
ESCROW AGREEMENT

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ATTACHMENT "A"

**CMB INVESTMENT GROUP A, L.P.,
A CALIFORNIA LIMITED PARTNERSHIP**

LIMITED PARTNER COUNTERPART SIGNATURE PAGE

The undersigned Investor, having subscribed for _____ Units of Partnership Interests in CMB INVESTMENT GROUP A, L.P. (the "Partnership") hereby agrees (i) the undersigned Investor has carefully read and understands the contents of the Limited Partnership Agreement of the Partnership and (ii) to be bound by all of the terms and provisions of the Limited Partnership Agreement for the Partnership, to which this signature page will be attached.

IN WITNESS WHEREOF, the Investor hereby executes this signature page as a Limited Partner of the Partnership as of the _____ day of _____, 200_.

Dollar Amount of Investment

\$ _____

Type or print name of Investor

Signature of Investor

ATTACHMENT "B"

INVESTOR QUESTIONNAIRE

The undersigned confidentially represents and warrants the answers to the following questions (1-20) to this Investor Questionnaire consisting of three (3) pages:

1. Customer Account Name

2. Age _____ Social Security Number _____-____-_____
3. Education through: High School _____; College _____;
Graduate School _____
4. Principal Residence Address:

Number of Years there: _____

Mailing Address:

5. Are you a permanent resident of the address listed in question 4?
Yes____ No____

If you answered 'No', where do you reside:

6. Present employer, including address and your position:

7. Other occupations or positions during the past five (5) years:

8. Net worth, or joint net worth with spouse (check one):

- Less than \$150,000
- \$150,000 - \$999,000
- Over \$1,000,000

9. Of your net worth, set forth the approximate percentage which constitutes personal residence, automobiles, furniture, jewelry, and personal effects:

10. Did you individually have income in excess of \$200,000 or joint income with your spouse in excess of \$300,000 in each of the two most recent years, and reasonably expect an income in excess of \$200,000 or joint income with your spouse in excess of \$300,000 this year?

Yes _____ No _____

11. Have you ever participated in or purchased securities in a "private placement" offering of securities before?

Yes _____ No _____

12. Have you ever purchased an interest in a tax shelter before?

Yes _____ No _____

13. Have you ever purchased gas or oil wells or an interest in gas or oil exploration, drilling or operating syndications before?

Yes _____ No _____

14. If the answer to 11, 12 or 13 above is "yes," what type(s) of private placement, tax shelter or syndication?

15. Do you maintain an active account with a securities brokerage firm?

Yes _____ No _____

16. List any other information that would be relevant to the question of whether or not you are a "sophisticated" investor.

17. Have you retained an investment counselor Purchaser Representative to assist you in connection with your evaluation of the purchase of the securities in this Offering?

Yes _____ No _____

18. If the answer to 17 is yes, please give the name, occupation and address of such person.

19. The undersigned states that his or her investment objectives are as follows:

20. The undersigned is capable of speaking and reading the English language in a fluent manner and is able to understand this Memorandum and all attachments, exhibits, and documents related thereto; alternatively, the undersigned has had this Memorandum along with all attachments, exhibits and documents related thereto translated to the undersigned, and undersigned fully understands all its contents.

_____ (initial here)

Date _____

Signature _____

Signature _____ (if more than one purchaser)

Printed Name(s) _____

Signature of Translator, if any (Question. 22) _____

Printed Name of Translator _____

(b)(4)

(b)(6)

(b)(4)

Hale, Paola Rodriguez

From: Cmbexport@aol.com

Sent: Saturday, March 31, 2007 5:38 PM

To: paola.rodriguez.hale@dhs.gov

(b)(6) **Cc:** [REDACTED]@lincoln@laskglaw.com; lpursell@rockislandauction.com

Subject: CMB Documents - Updated Clean Versions

Attachments: CMB_ltd_partnership_agreement__V.12_3-31-07.pdf; EscrowAgreement__V.12_3-31-07.pdf; PPM__V.12_3-31-07.pdf

Dear Paola,

Attached please find the updated versions of the CMB Documents.

Sincerely,

Patrick F. Hogan, President
CMB Export, LLC

See what's free at AOL.com.

Hale, Paola Rodriguez

From: Bill Hurley [REDACTED] (b)(6)
Sent: Saturday, April 07, 2007 9:26 PM
To: Hale, Paola R
Subject: Fwd: CMB Documents - Redline Versions
Attachments: CMB Documents - Redline Versions

Dear Paola:

Here are the red-lined versions of the CMB documents per your conversation with Patrick Hogan. I am re-sending them as a precaution.

Please all me if you have any questions.

Truly yours,

William F. Hurley
Executive Director
CMB Export LLC
[REDACTED]

(b)(6)

Note: forwarded message attached.

LIMITED PARTNERSHIP AGREEMENT

OF

**CMB INVESTMENT GROUP A, L.P.,
A California Limited Partnership**

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**EXHIBIT A
PARTNERS' NAMES, ADDRESSES, INITIAL CAPITAL
CONTRIBUTIONS, CAPITAL ACCOUNTS AND PERCENTAGE
INTERESTS**

(b)(4)

CMB Investment Group A, L.P.

<u>Name & Address</u>	<u>Units</u>	<u>Capital Contribution</u>	<u>Initial Capital Account</u>	<u>Percentage Interest</u>
<u>General Partner:</u>				
CMB Export LLC 4507 49 th Avenue Moline, IL 91719	0	\$0.00	\$0.00	<div style="border: 2px solid black; width: 100px; height: 40px;"></div>
<u>Limited Partners:</u>				

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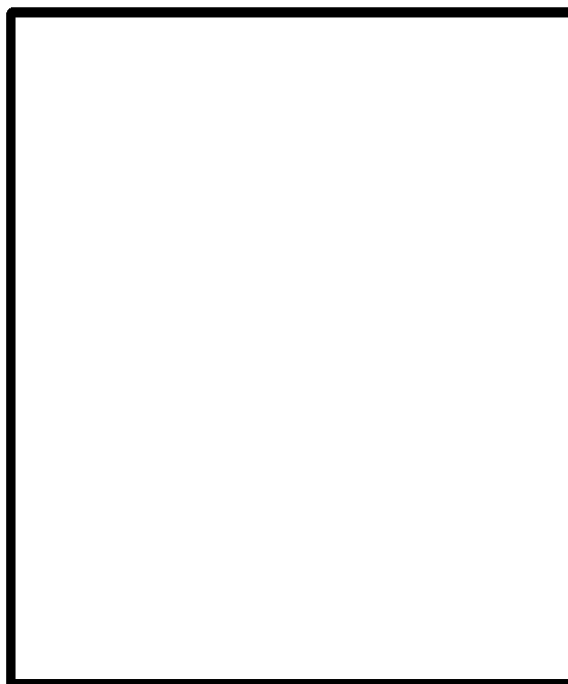
EXHIBIT A

ESCROW ACCOUNT INFORMATION

Credit Bank:
ABA Number:
Credit Account:
Credit Account Name:
For Further Credit to:

For Benefit of: CMB Investment Group A, L.P.,
 [investor's name]

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concerning the terms and conditions of the Offering or any of the transactions referred to herein.

EXHIBIT A

SUBSCRIPTION AGREEMENT

EXHIBIT B
LIMITED PARTNERSHIP AGREEMENT

EXHIBIT C
ESCROW AGREEMENT



LIMITED PARTNERSHIP AGREEMENT

OF

**CMB INVESTMENT GROUP A, L.P.,
A California Limited Partnership**

*L.P. agreement
Clean*

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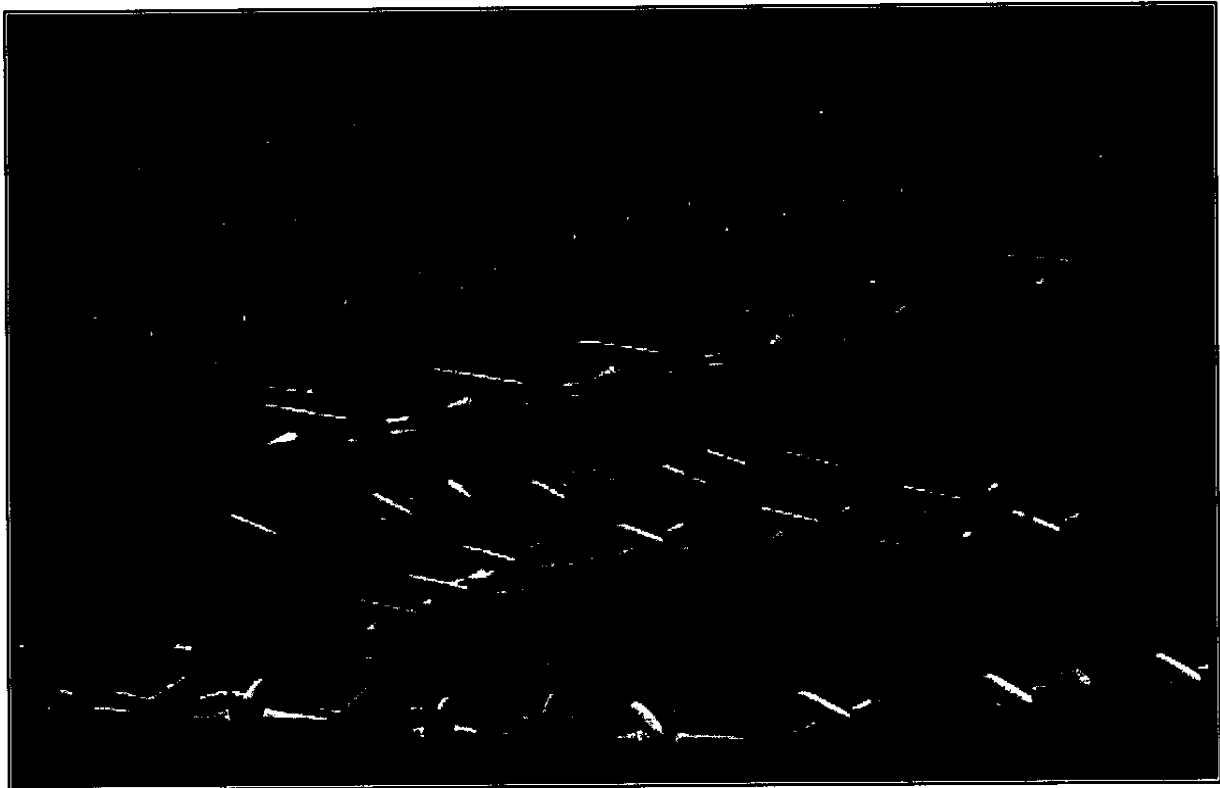
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CMB Infrastructure Investment Group I, LP
Economic Impact of Investments
At Former George Air Force Base on the
City of Victorville & San Bernardino County Economies



By John E. Husing, Ph.D.

March 29, 2008

Economics & Politics, Inc.

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Redlands, CA 92373
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john@johnhusing.com
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Benefits of EB-5

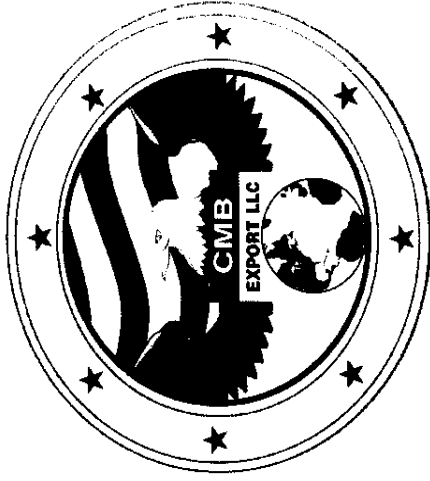
- Qualifying investors, their spouse and children under 21 will be granted U.S. Permanent Residency and can lead to U.S. citizenship after five years.
- Legal permanent residents under the EB-5 Visa Program enjoy the same benefits as every other United States resident.
- 10,000 visas allocated per year – no backlog.
- The EB-5 Visa requires no renewal or re-application avoiding the issue of changing U.S. immigration laws when a renewal of visa is required.
- Investors may work, live, and own their own businesses anywhere in the U.S.
- Limited role in managing the business by the investor.

Strengths of CMB Export

- Defined Exit Strategy for Its Investors.
- Low Risk Investment into Government Reuse Agencies or Former Military Base Master Developers.
- Reliable Approved Proof of Jobs Methodology.
- Transparency of Financial Transactions of Investments.
- 4% Cap on Day to Day Business Expenses.
- State of California Defined High Unemployment Area.
- Convenient California Locations.
- Escrow Account Used to Protect the Investor.
- Worldwide Client Support Network.
- Cooperation of Local, Region, and State Governments.
- Overall Simplicity of the Program.

CMB Export, LLC
Midwest Executive Offices
4507 49th Avenue
Moline, Illinois 61265
Phone (309) 797-1550
Fax (309) 797-1655
www.cmbeb5visa.com

CMB Export LLC

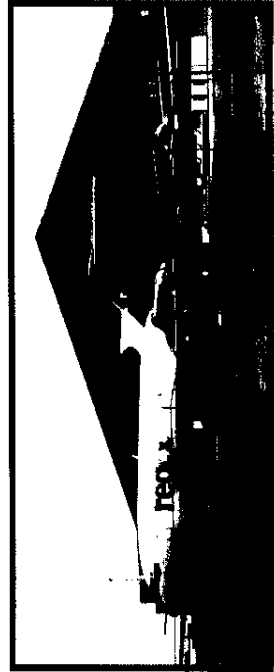


California Military Base

A Federally Designated
Regional Center
Established 1997

**BUILDING THE BACKBONE
INFRASTRUCTURE FOR ECONOMIC
DEVELOPMENT & NEW AMERICAN
JOBS IN CALIFORNIA SINCE 1997**

www.cmbeb5visa.com

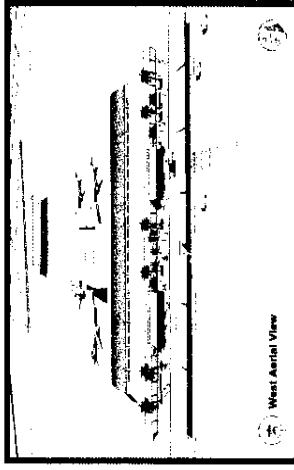


2008 Current \$96.85 Million

CMB Infrastructure Investment Group I, L.P.

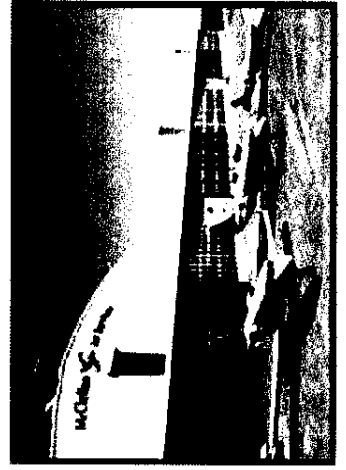
Norton Air Force Base in San Bernardino, CA.

- Construction of a new airport terminal.
- Development of new airplane hangars and other airfield facilities.
- Phase II of the Mountain View Avenue bridge construction project.
- Improvements to interior roadways of the former base.
- New infrastructure to support the new FBO—executive/charter air service terminal.



McClellan AFB located in Sacramento, CA.

- Roadway infrastructure improvements.
- Storm drainage infrastructure improvement.
- Landscaping improvements.
- Sanitary sewer infrastructure improvements.
- Construction of new commercial 50,000 square foot office building as the first phase of new flex office business park.



Norton AFB & George AFB



SAN BERNARDINO COUNTY

SACRAMENTO COUNTY

Mather AFB,
McClellan AFB &
Sacramento Army Depot

March AFB

2007

Prior CMB Export EB-5 investments focused on improving the critical infrastructure at the former Norton Air Force Base in San Bernardino, CA. The local reuse authority for the base is the Inland Valley Development Agency ("IVDA"). CMB provided the IVDA with 10% matching funds requirement for a \$6.5 million Federal EDA grant to widen and extend Mill Street, a key arterial roadway to the airfield. The project today is known as the "Mill Street Project". Within a few years over 1200 new direct jobs were created and hundreds more indirect jobs. The project simply would not have happened without CMB funds. This partnership of CMB investor funds with government and private capital provides a large pool of capital to create backbone infrastructure.

CMB Investment Group A and CMB Investment Group B projects provided the needed up front capital to the IVDA to build the basic infrastructure to attract the new \$295 million massive Stater Bros. Markets distribution and office complex.

Investment Group A

- Hard cap of the former military base landfill for cargo container and semi-trailer staging facility.
- Improvements to the roadway ingress and egress to the hard cap and Stater Bros.
- Road improvements for access to the Stater Bros. facilities and main roadway arteries.

Investment Group B

- Construction of a new bridge over the Santa Ana River.
- New parking facility.
- Road improvements providing additional access to the former base.



CMB EXPORT LLC
A FEDERALLY-DESIGNATED REGIONAL CENTER
MIDWEST EXECUTIVE OFFICES
4507 49TH AVENUE
MOLINE, IL 61265 USA

PATRICK F. HOGAN
PRESIDENT

TELEPHONE: (309)797-1500 or 800-238-8022 • FACSIMILE: (309)797-1655
WEBSITE: www.cmbexport.com • E-MAIL: cmbexport@aol.com



Midwest Executive Offices 4507 49th Avenue, Moline, Illinois 61265 Phone: 309-797-1550 Facsimile: 309-797-1655

Current Project CMB Infrastructure Investment Group I, LP

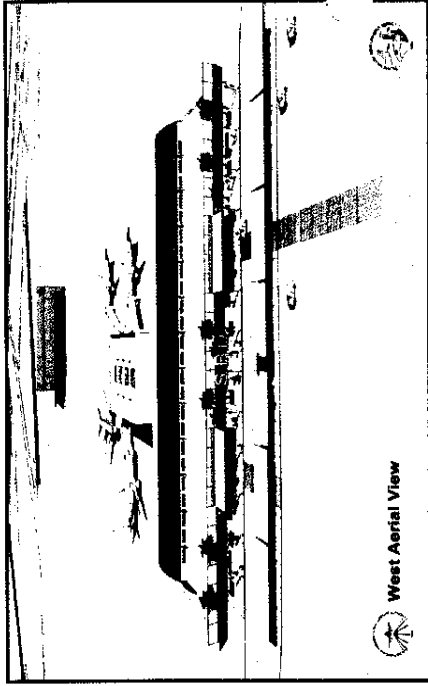
IVDA (San Bernardino, California)

Brochures and Articles



CMB Export LLC

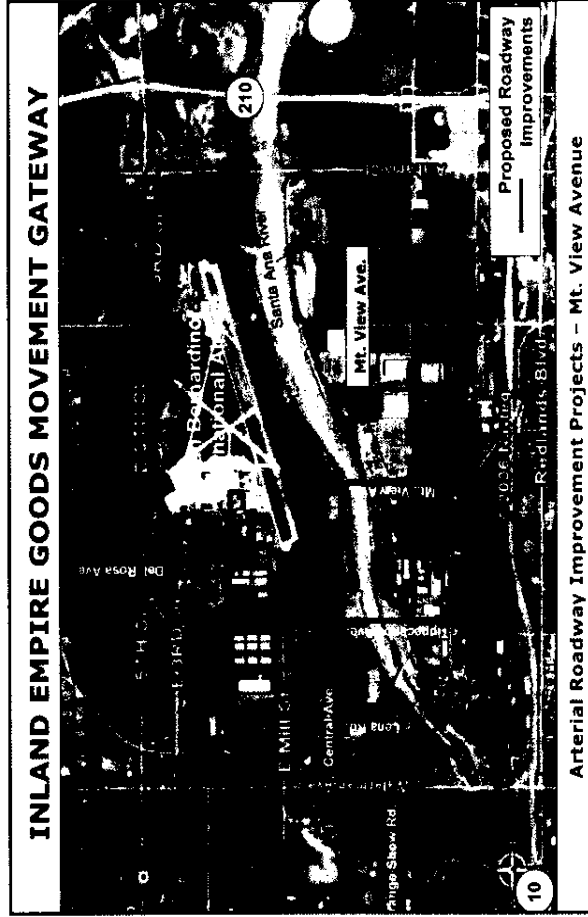
Current Project



CMB Infrastructure Investment Group I - Inland Valley Development Agency Project

The second project authorized by the CMB Infrastructure Investment Group I consists of a \$74.25 million project on the former Norton AFB located in San Bernardino, California. This former base is now known as the San Bernardino International Airport. The government redevelopment authority, the Inland Valley Development Agency is seeking an investment of \$14 million from the Partnership. The Airport is located approximately sixty miles east of Los Angeles.

The two CMB Infrastructure Investment Group I projects are projected to create **665** total indirect jobs.



CMB investors' funds are combined with Federal, state, and local resources as well as private capital to create a large investment pool for job creation

SAN BERNARDINO INTERNATIONAL AIRPORT

takes flight

Issue 1

SBD Terminal getting ready for flights

Bill Ingraham, Aviation Director

Inside this issue:

New Fixed Base Operator at Airport

Welcome Stater Bros. Markets

Million Air Site Chosen

Airport Projects Underway

Roadway Construction Projects

Air Freight Asia

Company Highlight AeroPro

San Bernardino International Airport

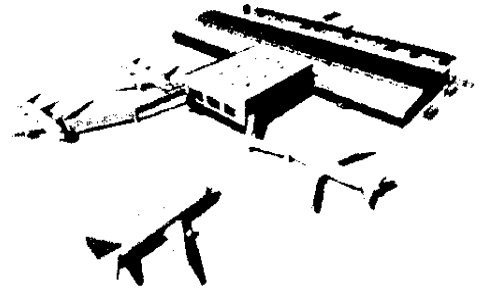
294 S. Leland Norton Way
San Bernardino, CA 92408-0131

909.382.4100

A new commercial passenger terminal is under construction at the San Bernardino International Airport (SBD). What was once a military terminal building with very few amenities is rapidly being transformed into a modern, passenger friendly airline terminal. The new terminal promises to provide a quick and convenient alternative for air travel to and from the San Bernardino area. The project is anticipated to be complete by late spring in order to accommodate commercial passenger air service beginning as early as June 2008.

The initial phase of the terminal project includes a new passenger ticketing lobby, passenger and baggage screening areas, a passenger concourse with three loading bridges and a spacious baggage claim area. Plans include provisions for concession space to assure that the traveling public has access to food and beverages as well as magazines and other commodities. Rental cars and public transportation will be readily accessible adjacent to the baggage claim area. Future phases will add seven additional passenger loading bridges and other improvements to accommodate as many as 70 flights every day.

The terminal will be one of the few in the country designed from the ground up for air travel in the post 9/11 security environment. Passenger and baggage screening are designed as part of the facility rather than as an after-thought. Significant roadway and public parking improvements are also underway to assure easy and convenient access to the new commercial passenger terminal building. A new roadway system assures that vehicular



traffic will move quickly and efficiently throughout the terminal complex. Plans include readily accessible and reasonably priced public parking adjacent to the terminal building.



Message from the Executive Director ...

Donald L. Rogers



Welcome to the inaugural issue of "SBD Takes Flight". We are pleased to present this quarterly newsletter in our continuing efforts to provide the most up-to-date information to our customers and communities on the myriad of activities here at the San Bernardino International

Airport. Since Norton Air Force Base officially closed in 1994, substantial work has been completed to address environmental work, upgrade substandard roadway, utility, and building infrastructure, effectuate property transfers from the US Air Force, demolish 2.5 million square feet of dilapidated structures, and finalize a comprehensive Development Agreement with Hillwood for the industrial portions of the former base. We are now home to firms such as Kohl's Department Stores, Mattel, Pep Boys, Medline Industries, and the recently completed Stater Bros. Markets corporate headquarters and distribution center. In December 2005, we completed the final phase of a \$36 million multi-year runway replacement project, and have been focused ever since on developing our most substantial assets at the Airport. As you will see in this and coming issues, developing an Airport is a substantial project. From our new Traffic Control Tower, new Airport Fuel Farm, \$30,000,000 Heavy Aircraft Maintenance Center, \$25 million Terminal modernization and improvement project, and the new Terminal for San Bernardino County, we are making significant progress. The Airport is the heart of the San Bernardino County economy and the IVDA Board is committed to continued development. We are excited to have this transformation a reality. I am amazed and excited about what is in store for SBD. The San Bernardino International Airport truly is - **Many Possibilities In One Location.**

Air Freight Asia

Conference and Trade Show 2007

Penny Chua, Director of Economic Dev & Marketing

As part of the ongoing marketing efforts to promote the name recognition and location of SBD to the aviation industry, the Airport participated as an exhibitor in its first international Air Freight Asia Conference and Trade Show this past September in HongKong, China. The SBD received great coverage in such publications as Payload Asia and Flight Daily News from the four-day event. The Airport was represented by the Mayor of Loma Linda/Vice President of the Airport Commission Robert Christman and Penny Chua. The attendees included senior management representatives from airlines, airports, shippers, manufacturers, cargo agents and forwarders. It was a great forum to introduce SBD and develop strategic relationships with targeted carriers and companies.



PROJECTS

New Jet Fuel Farm

Eric Ray, Airport Operations Manager

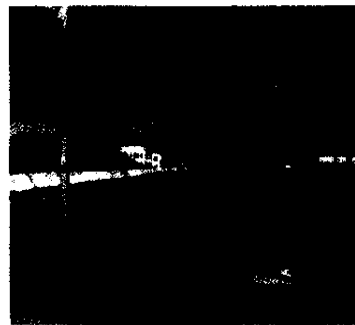
A new fuel farm is currently under construction at the Airport and will be operated by Million Air. The fuel farm will be available for commercial airlines and for general aviation purposes. It will consist of 150,000 gallons of Jet A fuel and will be situated on approximately 1-1/2 acres on the northwest corner of the airport. Under a grant from the Federal Aviation Administration, construction was awarded to Mecon Industries for \$5.2 million to be completed in June 2008.

Control Tower

In 2007, the Airport completed two projects that rehabilitated and modernized the airport's air traffic

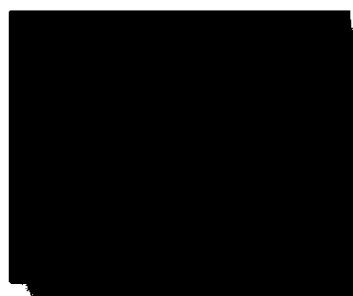
control tower. The airfield lighting control system project provided a new system that allows air traffic controllers (ATC) to operate airfield lighting, such as runway and taxiway lighting from within the ATC tower cab. This project was completed on June 18, 2007. The Air Traffic Control Tower (ATCT) equipment project modernized the equipment necessary to operate an ATCT in the National Airspace System. Equipment rehabilitation and replacement included VHF, UHF radios, digital voice switch, digital voice recorder, weather instruments, and touch screen controllers. The project began in October 2007 and is substantially complete.

Roadway Construction



Alex Estrada, Director of Redevelopment & Transportation

Developing an Airport is a comprehensive undertaking, which recently, may have impacted your commute when traveling along some of our local roadways. In September of 2005, through the efforts of Congressman Jerry Lewis, the IVDA was designated \$36.5 million under the SAFETEA-LU Bill for regional arterial roadway improvements around the Airport.



In participation with SanBAG, the IVDA is now under construction with the Tippecanoe Ave road widening project, which will improve the corridor from the Santa Ana River north to Mill Street (anticipated completion in Spring of 2008). Also underway is the Central Avenue road widening project, from Mt. View Ave west to Valley View Ave

(anticipated completion in late Spring 2008). Match Corporation, a local firm, selected as the general contractor for these initial projects. Currently, under design are the Mountain View Avenue Project from I-10 north to Central Ave and the Lena Road Project from Orange Show Road north to Central Ave. Design work on portions of the 3rd and 5th Street corridors are expected to commence in the coming months. For recent updates on our construction activities, go to www.sbdairport.com/current_events

Control Tower



ANNOUNCEMENTS

BLUE'S AVIATION IS NOW SBD FBO SERVICES

In October of 2007, SBD Properties, LLC, developer for the new Million Air San Bernardino facility, finalized the lease of certain existing Airport facilities, formerly known as Blue's Aviation, to continue and develop services for the corporate and general aviation component of the Airport. Scot Spencer, SBD's General Manager, indicated that it has contracted with Million Air to provide consulting services for the management and operation of these facilities, which will provide a diversified range of aviation related services for servicing smaller aircraft.

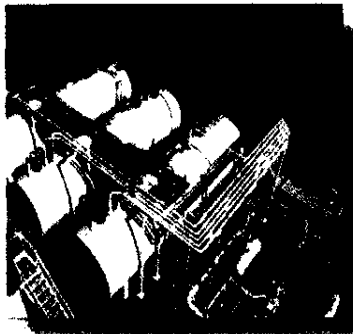
MILLION AIR COMING TO SAN BERNARDINO INTERNATIONAL AIRPORT

The nation's premier Fixed Based Operator (FBO) will soon construct a new corporate executive jet facility at the Airport. It will consist of 10 acres at the northwest corner of the Airport and will encompass over 32,000 square feet of hangar space, an executive terminal, and support facility of over 40,000 square feet. The FBO is being developed by SBD Properties, LLC and will begin construction in early 2008. Million Air expects to employ approximately 120 full-time employees in its first full year of operation with that number more than doubling in the next two to three years. Support jobs created by the Million Air San Bernardino will also generate significant additional revenue and employment for the region.

STATER BROS. MARKETS HAS NEW HOME AT AIRPORT

Stater Bros. Corporate Offices officially moved to the new San Bernardino facility in September 2007. The state-of-the-art Distribution Center campus will consist of a dry distribution facility, a refrigerated facility, a bakery depot, truck maintenance garage and corporate offices. The new site spans over 160 acres with over 2.2 million square feet of interior space. When it begins operation in February 2008, it will be the largest under-one-roof Supermarket Distribution Center in America employing over 2,200 people at this facility.

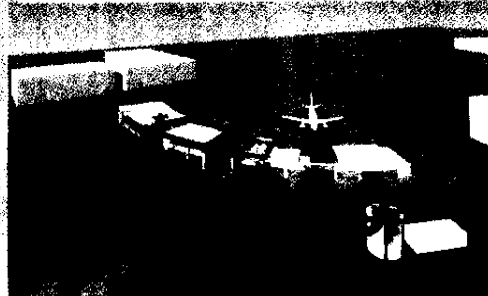
Jet Fuel Farm



BD FBO Service



Million Air San Bernardino



Stater Bros. Grand Opening Oct. 24, 2007



Our Organization

...is comprised of two separately governed joint powers authorities; namely the Inland valley Development Agency (IVDA) and the San Bernardino International Airport Authority (SBIAA) to oversee the redevelopment and reuse of the former Norton Air Force Base to civilian and commercial use. The overall objectives of both agencies are to replace the jobs lost in the community when the base closed, improve the infrastructure, landscape, and aesthetics of the of the local and surrounding areas, and promote economic and aviation related activities to increase the tax base of the region.

IVDA Board:

County of San Bernardino:
Supervisor Dennis Hansberger, Co-Chair
Supervisor Josie Gonzalez

City of San Bernardino:
Mayor Patrick J. Morris, Co-Chair
Councilmember Esther Estrada
Councilmember Wendy McCammack
Councilmember Rikke Van Johnson (alt.)

City of Colton:
Mayor Kelly J. Chastain
Councilmember John D. Mitchell
Councilmember Richard A. DeLaRosa (alt.)

City of Loma Linda:
Mayor Robert Christman, Vice-Chair
Councilmember Floyd Petersen
Councilmember Robert Ziprick (alt.)

SBIAA Commission:

County of San Bernardino:
Supervisor Dennis Hansberger
Supervisor Josie Gonzalez (alt.)

City of San Bernardino:
Mayor Patrick J. Morris, President
Councilmember Esther Estrada
Councilmember Wendy McCammack (alt.)

City of Colton:
Councilmember John D. Mitchell
Mayor Kelly J. Chastain (alt.)

City of Loma Linda:
Mayor Robert Christman, Vice President
Councilmember Floyd Petersen (alt.)

City of Highland:
Mayor Pro-Tem Ross Jones
Mayor Penny Lilburn (alt.)

Very competitive costs
Mild climate for year around operations
24-hour operation
No air congestion
No curfews
Quick turn arounds
All-types of aircraft welcome
Direct aircraft-to-terminal loading
Faster, easier access to major markets
Growing local manufacturing base
Direct access to secondary manufacturing market
Dedicated, experienced and productive workforce
World-class quality assurance
Modern, clean environment
US Customs available

San Bernardino International Airport



CONTACT

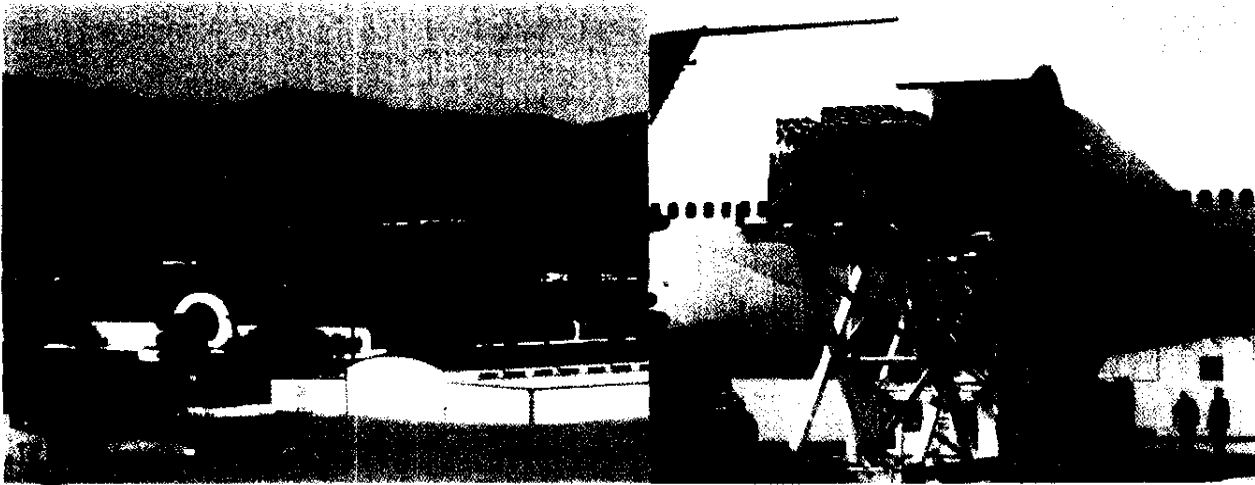
Ms. Penny Chua
Marketing Director
San Bernardino International Airport
294 S. Leland Norton Way, Suite 1
San Bernardino, CA 92408-0131

Tel: +909-382-4100 ext. 243
marketing@sbdairport.com
www.sbdairport.com



**SAN BERNARDINO
INTERNATIONAL AIRPORT**

SAN BERNARDINO INTERNATIONAL AIRPORT



THE ALTERNATIVE TO LAX

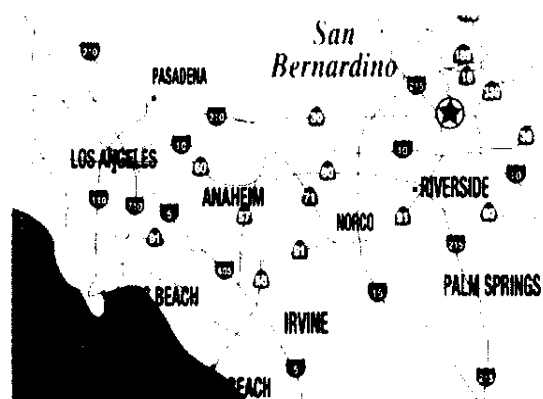
San Bernardino International Airport (SBD) is a low cost, efficient air cargo alternative to Los Angeles International Airport.

San Bernardino International Airport provides the optimal location for air cargo and logistics management for companies doing business in Los Angeles-Southern California region. SBD is well positioned as a consolidation/distribution point for both air cargo and truck shipments. It offers significant advantages for companies that would like to avoid the congestion and high costs associated with LAX. SBD has expedited Customs clearance, abundant aircraft ramp space, room for new development opportunities and expansion potential in a secure and modern environment. SBD is a certified Foreign Trade Zone and special tax incentives are available for new development projects. Stage 2 aircraft are permitted at the airport.

STRATEGIC SOUTHERN CALIFORNIA LOCATION

San Bernardino International Airport is located 60 miles (96.5 km), approximately 1 hour and 35 minutes, east of LAX. The airport enjoys easy access to US interstate Highways 10 (east west corridor), 15 via 215 (north-south corridor) and 210 (increased westbound access).

The airport enjoys easy access to US Interstate Highway 10 and Interstate Highway 15 via Interstate 215. Interstate 10 is a primary east-west US high-speed highway corridor of national significance



stretching from downtown Los Angeles, California to Jacksonville, Florida. Interstate 15 is a north - south high-speed freeway stretching from Interstate 5 in Tijuana, Mexico to Vancouver, Canada, connecting with US Interstate 40 at Barstow, California and Interstate 70 in Salt Lake City, Utah.

UNCONGESTED FACILITIES

San Bernardino International Airport is supported by a newly reconstructed 10,001 x 200 foot (3,048m x 61m) runway with a pavement strength of 960,000 pounds DDTG, a Category I instrument landing system, and an Automated Weather Observation System III (AWOS). Adjacent to the runway and taxiways are 1 million square feet (92,900 m²) of apron space, 650,000 square

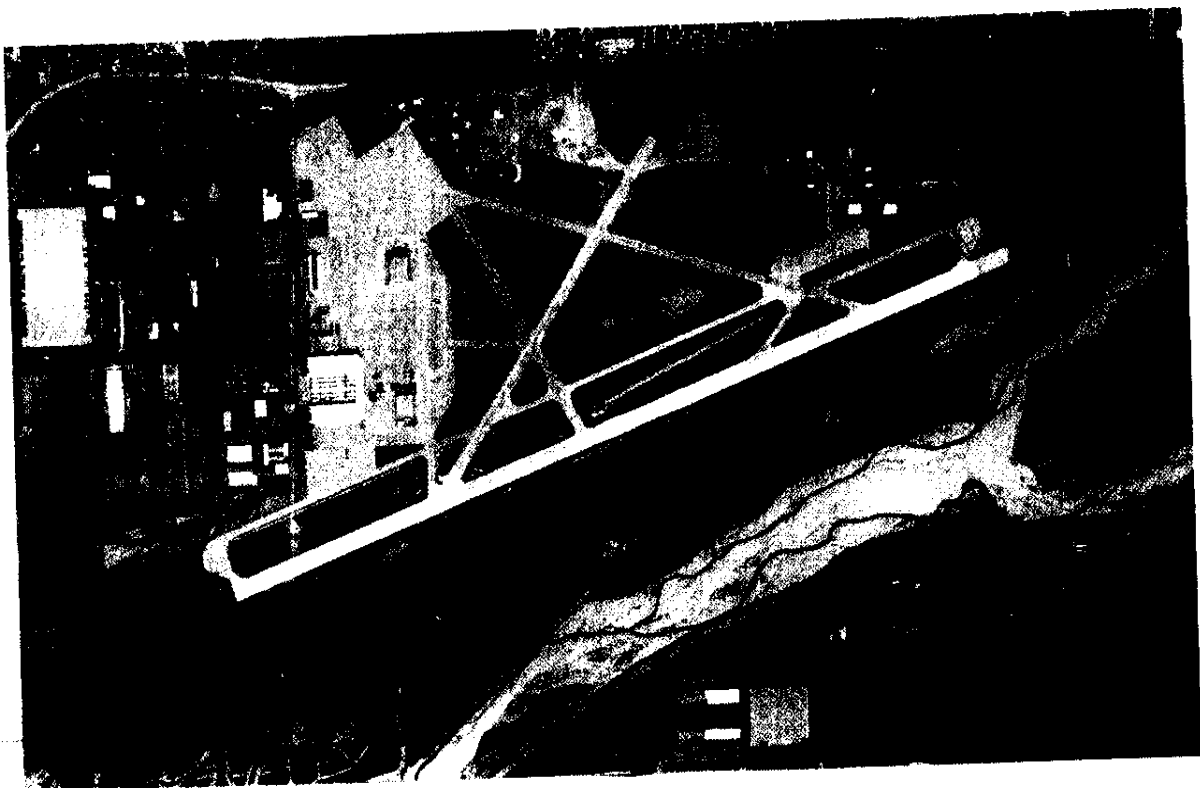
feet (60,386 m²) of hangar space, and over 1.5 million square feet (139,000 m²) of warehouse space. These facilities are located close to US Interstate 10. An additional 1,500 foot (457 meter) runway extension is planned.

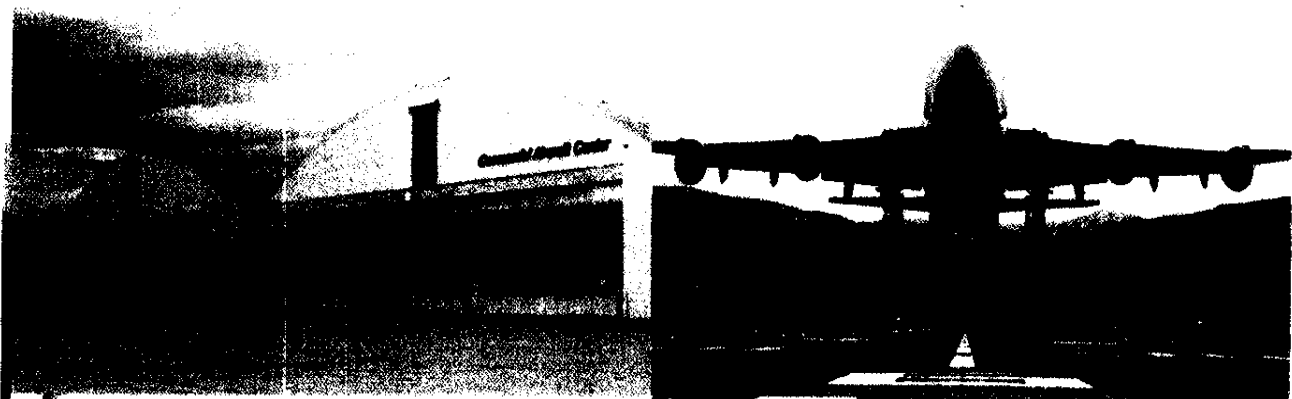
AIR CARGO FACILITIES

Immediate use of air cargo facilities are available with aircraft apron parking. Other smaller facilities with airside and landside access can be facilitated for air cargo use.

For air freight forwarders, the airport has over 20 individual office suites that range in size from approximately 200 square feet to 550 square feet (18.5 m² to 51 m²).

Build-to-suit opportunities exist for qualified Airport users.





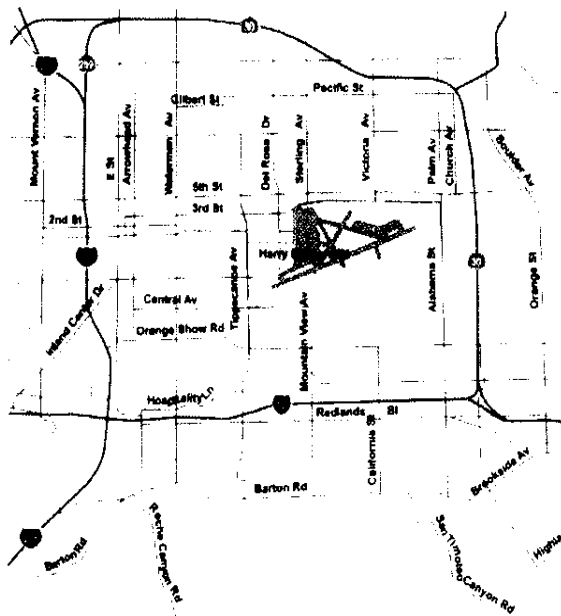
ROOM FOR GROWTH

With over 2,100 acres (809 hectares) of property, the San Bernardino International Airport presents a wealth of dynamic business opportunities. Located just 60 miles east of Los Angeles, all SBD property falls within the jurisdiction of the City of San Bernardino. On the non-aeronautical portions of the SBD, there are build-to-suit opportunities through AllianceCalifornia and its Master Developer — Hillwood/San Bernardino, LLC. This Texas based development company is an industry leader in marketing, planning, design

and construction of commercial, industrial and aviation facilities. All zoning and environmental reports have been completed (Fast Track Process), and with over \$92 million in infrastructure improvements, the SBD & AllianceCalifornia stand ready to service the operational needs of your business today!

Surrounding the Airport is another 13,000 acres (5,260 hectares) of redevelopment project area that is largely zoned commercial and industrial.

The airport has onsite job training programs and facilities backed by a pro growth local government.



SURFACE CONNECTIVITY

The airport is within 3 miles of the BNSF Railway Company intermodal facility. Both Roadway and Yellow trucking companies have important freight hubs within 5 minutes from the airfield. An additional \$36.5 million of federal funds have been dedicated to improve the major arterial access to the airport surrounding areas.



COLOR: DHSCBR A1/H CM K

BREAKING DOWN



NEWS OF USC AND UCLA IN OUR SPECIAL SECTION \$1

John David Booty

SUNDAY AUGUST 26, 2007
HEMET-SAN JACINTO EDITION

THE PRESS-ENTERTAINERPRISE

TODAY: T-STORMS POSSIBLE 94/66 FORECAST: B8 INLAND SOUTHERN CALIFORNIA'S NEWSPAPER H PE.COM

SAN BERNARDINO: REPLACING NORTON JOBS REMAINS A CHALLENGE

CIRCUITOUS PATH FOR BASE REDEVELOPMENT



Florida could lose delegates

THREAT: The Democratic Party stands firm on its rules regarding presidential primaries.

BY SCOTT SHEPARD
DIA WIG SHIPLE

WASHINGTON — Ignoring pleas for mercy, national party leaders voted Saturday to strip Florida of all its Democratic presidential convention delegates if it goes ahead with plans to hold its primary in January. Even so, some officials expressed optimism that a compromise could be reached in the next 30 days that would allow Florida to send 210 delegates to the national convention in Denver next summer.

"We're Democrats. We're optimistic," said Jim Roosevelt Jr., co-chairman of the Democratic National Committee's rules committee, shortly after the



Jim Roosevelt Jr.

porters about whether Florida Democrats could resolve the issue.

If not, the state's 4 million Democrats could be left with no say in the selection of the party's presidential nominee next year. However, a candidate with enough delegates to win the nomination could ask that Florida's delegates be seated at the convention in the interest of party unity.

"It's going to be a difficult discussion," Thurman said of the meetings she plans to have

Workers are dwarfed in the sheer vastness of Stater Bros. Markets' new distribution center. Next month, the supermarket chain will move into its new headquarters and 162-acre distribution center on former Norton Air Force Base land in San Bernardino.

Warehouse efforts on track; airport plan shifts direction

BY JOSH BROWN
THE PRESS-ENTERPRISE

TWO DECADES OF CHANGE



Two decades ago, Norton Air Force Base in San Bernardino was the center of a vibrant military community, pumping millions of dollars into the region each year through more than 10,000 jobs.

But in 1988, the base — named for a young pilot who perished in World War II — was slated for closure, sending the city into an economic downward spiral from which it has yet to fully recover.

"When the base closed, there was a tremendous exodus of good, stable people," said San Bernardino Mayor Pat Morris. "In their place came a lot of people from the margins."

The jobless rate in the region swelled to more than 12 percent during the years after the base

PE.com

ON THE WEB
■ Check out a flyover map and a photo slide show.

PE.com
IN MAIN NEWS
■ Attracting air traffic to the former Norton base is vital to future growth. **A8**

Police investigate ad as threat to DA

GANG: The notice in the classified section runs the day after prosecutors announce an injunction.

BY JULIA GLICK
THE PRESS-ENTERPRISE

RIVERSIDE — Police are investigating a yard sale ad that appeared in the classified section of The Press-Enterprise on Saturday as a possible gang-related threat to Riverside County District Attorney Rod Pacheco.

The investigation comes as Pacheco's office steps up its campaign against gangs in the city and just one day after the office ran a full-page advertisement in The Press-Enterprise announcing legal action against the East Side Riva gang.

Pacheco called the classified advertisement gang intimidation and vowed to fight back.

"The bottom line is gangs

30 days to comply with the regulations governing presidential primaries or lose its convention delegates.

But Florida Democratic Party Chairwoman Karen Thurman, one of three state party officials who pleaded Florida's case before the panel, did not appear to share all of Roosevelt's optimism.

"We'll see," she said in response to a question from fellow Democrats in Florida. On the eve of Saturday's committee meeting, Bill Nelson, the state's senior U.S. senator, had threatened legal action if the DNC imposed sanctions against Florida over the 2008 presidential primary.

But DNC officials on Saturday cited legal precedents allowing a political party to establish its rules. "We set our rules," said **SEE FLORIDA/A5**

Police investigate ad as threat to DA

exist through intimidation and terror," Pacheco said in a phone interview Saturday. "That stuff doesn't work with us."

Police consider the ad a serious threat to Pacheco, his family and his property and are investigating. Riverside Police Chief Russ Leach said by telephone, Leach said he couldn't immediately comment on possible suspects or whether the threat was gang related, adding the investigation is still unfolding.

The listing was printed under the location heading "East Riverside" and advertised a weeklong "BIG BLOW-OUT Going Out Of Business" event, adding that "Proceeds benefit Rod Pacheco Memorial Fund." The ad also supplied personal information about the district attorney.

The district attorney's office is suing for an injunction that would prohibit East Side Riva gang members from

SEE AD/A7

marked by ceremonies solemn and silly, in keeping with the city's twin masks.

President Bush, an object of lingering if unfocused resentment here, is expected to drop in. In the meantime, nothing is the city's halting march back to too small, or too large, to be examined in earnest prose and PowerPoint presentations raining down from Washington and pointed by overnight politicians

of think-tankers vowing to bravely fight on.

The condition of the swamps, the progress of the poor, arsenic in the schoolyards, awful conditions at the jail, great conditions at the hotels, the generosity of corporate donors, the parsimony (or beneficence) of the government, the wisdom of the bond-rating agencies, the immigration of the young, the out-migration of the old, the

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Seventeen sections, 180 pages
Mon-Fri | Saturday | Sunday
181,344 | 179,763 | 182,246

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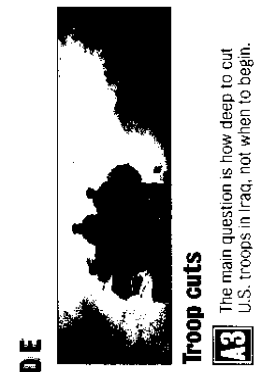
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Blazes in Greece

A6 Dozens of fresh fires break out across the country — including some blamed on arson with the worst infernos concentrated in the mountains in the south.



Troop cuts

A3 The main question is how deep to cut U.S. troops in Iraq, not when to begin.

COLOR: XXXXXXX

AB/

N.Y.K

AB - SUNDAY, August 26, 2007

NORTON REVITALIZATION

THE PRESS-ENTERPRISE

Authority returns to airlines option

AIRPORT: San Bernardino International officials say carriers can offer cargo and passenger capacity.

BY JOSH BROWN
THE PRESS-ENTERPRISE

When a Texas developer presented a proposal to redevelop the former Norton Air Force Base, local officials thought they had found the key to replacing the jobs that vanished when the military shuttered the base 15 years ago.

But seven years later, the plan by Hillwood Development Corp. -- which originally called for turning San Bernardino International Airport into a multi-use cargo hub complete with railroad and air components -- has brought about 1,500 jobs to the former base, far fewer than the 10,000 that existed there when the Air Force had the property.

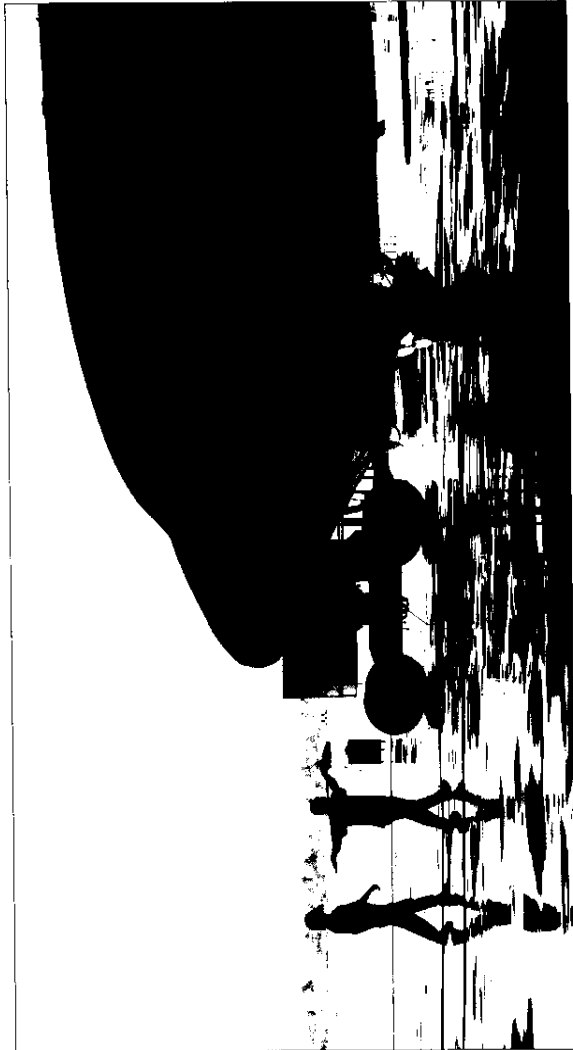
The airport was unable to attract any major cargo operations and the more ambitious parts of Hillwood's plan were scrapped. Now airport officials have switched gears again and are focusing on turning the former base into a passenger airport in a bid to recoup the rest of the lost jobs.

Two of the airport's most ambitious projects ever are under way -- one a \$88 million renovation of the terminal building. Just a few hundred feet away, the airport plans to erect a \$7 million general aviation complex to house a franchise of Million Air Interlink, a Houston-based private-aviation services company. The projects come just two years after the airport finished a \$34 million runway refurbishment.

VIABILITY

Some critics, however, question whether officials' efforts will succeed.

For the past eight months, members of the San Bernardino International Airport Authority's board and staff have said they are in serious negotiations with airlines and an announcement is imminent. But officials



PHOTOS BY TERRY PIERSON/ THE PRESS-ENTERPRISE
Workers make their way to an aircraft being prepared for painting at Aero Pro in Hanger Bay 4 at San Bernardino International Airport. Airplane-maintenance companies now make up the bulk of businesses at the airport, but a Million Air Interlink franchise is being added.



Aircraft interior machanic Daniel De Los Santos, 43, of Justin, works on a 747 at San Bernardino International Airport.

ing service at untested airports is risky for airlines because there is no data for them to use in planning.

"Airlines tend to go where they can look at passenger traffic statistics," he said. "In a market where airlines are risk averse, it just makes it that much more difficult for new cities to establish service."

Airport officials contend that if San Bernardino International can offer less-expensive accommodations to airlines -- some of which struggle to stay profitable -- they may decide to move to San Bernardino.

Alan Bender, an airline industry expert and professor at Embry Riddle Aeronautical University, agrees. He said throughout this country and in Europe, low-cost carriers and even some higher-cost carriers are starting service to outlying airports near major metropolitan areas.

"Most experts discounted Long Beach Airport," he said. "For decades, it was never a very successful facility. But JetBlue has made it into a successful hub."

MASTER TENANT

Similar to Hillwood's role seven years ago, now much of the airport's fate rests on the shoulders of one company -- SBD Aircraft Services LLC, which, because of its success elsewhere at the airport, was chosen to renovate the terminal.

Since becoming the master tenant for the airport's hangar complex in 2005, SBD has brought more than 400 aircraft maintenance jobs to the hangars, representing the only substantial job growth the airport has seen in more than a decade.

Last week, the company announced that one of its tenants, Baysys West, would be expanding its aircraft interior conversion business and adding 200 workers.

In May, SBD announced that it had bought a Million Air franchise and would hire the company to run a fixed-base operation at the airport, providing fuel and services to executive charter and general aviation customers. It will be the

authority decided to go ahead with the terminal renovation anyway.

San Bernardino County Supervisor Dennis Hansberger, who sits on the authority's board, said the board is taking a risk by building the terminal with its future uncertain.

"We believe that we have all the elements of a commitment of probably two airlines that will be willing to do business there," he said. "But we have to demonstrate that we are not just talking about it."

Hansberger said current negotiations may result in a deal with carriers as soon as the beginning of 2008.

"We could have sat and twiddled our thumbs and waited for a carrier to come and knock on our door, or we could go ahead and build the terminal and control our own destiny," added San Bernardino Mayor Pat Morris, who serves as the airport authority's president.

2,100 jobs to the former base from elsewhere in the region.

CHANGE OF DIRECTION

Officials did not totally abandon the idea of using the airport for cargo, Rogers said, but they decided once again to focus on attracting passenger service

attracting passenger service jobs.

There were a lot of issues with building the rail yard. We'd probably still be scratching our heads today trying to figure out how to do it.

Hillwood instead decided to build another few million square feet of warehousing space there and to promote use

the company had built a similar project called Alliance Texas north of Fort Worth. Officials at the time expected the San Bernardino project, called AllianceCalifornia, to generate as many as 8,000 jobs.

The plan went forward in

potential carriers or to discuss details of the negotiations. They now say they could reach a deal as early as the beginning of 2008.

While the prospects of passenger traffic may seem far-fetched for an airport that spent nearly a decade used for not much more than intermittent general-aviation flights, Don Rogers, the airport's interim director, said he is confident the airport can attract an airline eventually, despite critics who point to stagnant traffic growth at LA/Ontario International Airport - only about 20 miles away.

"The question now is whether it'll be one year or five years, but carrier service will happen," he said. "I may be putting too much emphasis on the economics of it all, but I don't think so."

PASSENGERS OR PACKAGES?

One early vision for the airport was as traffic relief for Los

and logistics center of the region, was running out of land, and airport officials hoped to take advantage of the push to build warehousing space east along the Interstate 10 corridor.

The Inland Valley Development Agency, the airport authority's sister agency, sold former base land to Hillwood, which razed old military buildings and erected numerous large warehouses, which are now occupied by Mattel, Kohl's, Pep Boys, Pactiv Corp. and Medline Industries Inc.

But there have been some hiccups. Originally, the plan called for a rail yard to be built on top of the former Palm Meadows Golf Course, but local political opposition derailed that plan.

"We've always said to make a good industrial park, you need both the rail and air component," said John Magness, senior vice president of Hillwood.

NORTON: 'I don't think you can replace the 10,000 people,' says woman who worked at the base

BY JIM MILLER FOR ENR

malaise. They have had some success. In the past five years, more than 2,000 jobs have come to the base through redevelopment projects spearheaded by Hillwood Development Corp.

Next month, Stater Bros. Markets will move its headquarters from Colton to its new 162-acre distribution center and corporate office at the former base. The complex eventually will employ 2,100 workers.

However, attempts to turn San Bernardino International Airport, a major feature of the former base property, into a regional aviation hub have not been as successful. Numerous aviation businesses over the years have failed after launching operations there, and the airport has long tried fruitlessly to attract passenger and cargo flights.

Still, officials remain optimistic that they can bring flights and jobs back to the airport. Within the past year, 400 highly skilled aircraft maintenance jobs have been added at the airport's hangar complex, and the officials say more are on the way.

Morris long has called the airport the key to San Bernardino's economic recovery and the

about three times from the airport.

In 2004, the airport was dealt another setback when it lost its chance of getting a major cargo carrier at the base. German-owned DHL had been cycling Southern California for a hub, and airports throughout the region courted the company, hoping to get its business and the 250 jobs that would come with an operation. March Air Reserve Base near Moreno Valley won the contract.

Hillwood has built about 4.2 million square feet of warehouse space so far and is planning 2.7 million square feet more. The company expects about 2,000 more jobs to be added once the projects are finished in the next few years.

Another boon to the locale will come when Stater Bros. Markets finishes its headquarters and regional distribution center. "The facility will bring

But as the airport moves forward, some experts question how successful it will be, while others say they have a good chance at accomplishing scheduled passenger service.

Ron Kuhlmann, an airline analyst with Onisys B2A in the Bay Area, said one of the main problems at LA/Ontario International - one that San Bernardino International will likely share - is poor name recognition. He said travelers from outside the region tend to think of Los Angeles International Airport first.

"Ontario has spent a lot of time trying to tell people they aren't just an alternative to LAX, but a much more convenient one," he said. "The chance that someone 20 miles away is going to challenge their position is zero to nil."

New York-based airline consultant Bob Mann said similarly, at the commissary, going to the movies and dining at the restaurants.

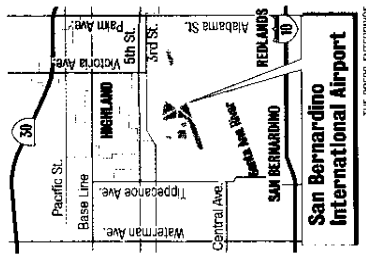
WAREHOUSES

Today, new warehouses stand beside old buildings that the military had used. Other Air Force structures were razed to make way for the 4.2 million square feet of warehouse space.

Fortune 500 companies including Kohl's and Mattel as well as Pep Boys, one of the nation's top 800 companies, operate there, employing approximately 1,500 workers.

Construction is about to begin on 2.7 million square feet of warehouse space at the former Palm Meadows Golf Course, where the military officers used to play. John Magness, senior vice president of Hillwood, estimates that the project will be finished by the middle of next year and could employ at least 2,000 more workers once it is completed.

With the combination of Hill-



STATER BROS. CHIEF EXECUTIVE JACK BROWN WILL SOON GET TO MOVE INTO HIS NEW OFFICE. NEXT MONTH, THE INLAND GROCERY COMPANY WILL RELOCATE TO ITS NEW 162-ACRE DISTRIBUTION CENTER AND CORPORATE OFFICE AT THE FORMER NORTON AIR FORCE BASE.

said it will be difficult to revive the "magic" of the old base. "I don't think you can replace the 10,000 people," said Kenny, who left the base when it closed in 1994. "These were all highly skilled, highly trained technicians. It was a much higher level of skill than the box workers in these warehouses."

Along with Air Force personnel, thousands of civilian scientists and engineers worked at the base. Those well-paid jobs had a tremendous economic and social impact on the community, she said.

Jim Sikra worked as a civilian director at the Ballistic Missile Organization on the base until Norton closed.

Sikra said his family spent a lot of time at the base, shopping

tion company. The other is Blue's Aviation.

As part of that deal, SBD is subsidizing approximately 5 acres in the northwest corner of the airport, including a 32,000-square-foot hangar, next to which it will build a 50,000-square-foot complex to host the aviation service.

In the past few months, work crews have gutted the inside of the terminal, to prepare for renovations, and outside the building, concrete has been pulled up where a concourse will be built.

SBD manager Scot Spencer said the operation could be up and running by the early part of next year.

"Five years from now, we'll all be absolutely stunned at the level of activity here," Spencer said. Reach Josh Brown at 909-806-3074 or jbrown@PE.com

WAREHOUSES

Today, new warehouses stand beside old buildings that the military had used. Other Air Force structures were razed to make way for the 4.2 million square feet of warehouse space.

Fortune 500 companies including Kohl's and Mattel as well as Pep Boys, one of the nation's top 800 companies, operate there, employing approximately 1,500 workers.

Construction is about to begin on 2.7 million square feet of warehouse space at the former Palm Meadows Golf Course, where the military officers used to play. John Magness, senior vice president of Hillwood, estimates that the project will be finished by the middle of next year and could employ at least 2,000 more workers once it is completed.

With the combination of Hill-

said it will be difficult to revive the "magic" of the old base. "I don't think you can replace the 10,000 people," said Kenny, who left the base when it closed in 1994. "These were all highly skilled, highly trained technicians. It was a much higher level of skill than the box workers in these warehouses."

Along with Air Force personnel, thousands of civilian scientists and engineers worked at the base. Those well-paid jobs had a tremendous economic and social impact on the community, she said.

Jim Sikra worked as a civilian director at the Ballistic Missile Organization on the base until Norton closed.

Sikra said his family spent a lot of time at the base, shopping

TWO DECADES OF CHANGE

The former Norton Air Force Base was one the cornerstones of San Bernardino's economic vitality. When it was slated to close in 1988, it was a huge blow to Inland Southern California and especially the city of San Bernardino. Officials long have struggled to replace the lost jobs and to put the former base's runway back to work.

Mattel

In 2005, Mattel Inc. saved a 10-year lease to occupy an empty 1.5-million-square-foot warehouse at Norton.



Terminal renovation

Originally built by the military for troop deployment, the airport's terminal building is about to get its second renovation in the past 10 years. Airport officials will spend \$35 million to update the facility to accommodate scheduled passenger traffic.



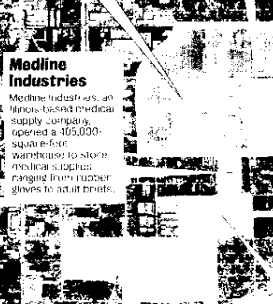
Executive charter

Plans are under way for a \$4-million executive charter terminal that will house a franchise of Houston-based Million Air, Interjet.



Kohl's

Retail giant Kohl's Corp. was one of the first Fortune 500 companies to set up shop at the base. The company runs a 700,000-square-foot warehouse to store clothing and kitchen wares for an estimated 30 stores in the region.



Pap Boys

The Philadelphia-based automotive parts retailer, Pap Boys relocated its facility to the base from Vernon in 2004.



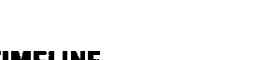
Medline Industries

Medline Industries, an Illinois-based medical supply company, opened a 405,000-square-foot warehouse to store medical supplies ranging from rubber gloves to adult briefs.



Gateway South project

Although outside the bounds of the former base, this Hillwood warehousing development is a part of the company's Advanced Parcel program.



Pap Boys

The Philadelphia-based automotive parts retailer, Pap Boys relocated its facility to the base from Vernon in 2004.



Pactive Corp.

An Illinois-based manufacturer of containers ranging from Betty Crocker bags and disposable plates to mail packages and recycling bins, Pactive occupies a 900,000-square-foot warehouse at the former base.



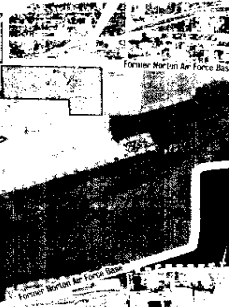
Stater Bros.

The Inland valley giant is amid construction of a 2.1-million-square-foot distribution center and headquarters on 100 acres at the former base. The project will cost more than \$50 million.



San Manuel

About 200 acres of the former base is owned by the San Manuel Band of Mission Indians. The tribe has not up some light industrial facilities there but hasn't announced a use for the rest of the property.



Palm Meadows Golf Course

Construction is set to begin this year on the grounds of the former Palm Meadows Golf Course. Hillwood's building 27, 28 and 29 are the best of what's left space, filled with buildings and a few small offices to meet onsite warehouse.



Habitat

Some 200 acres of the airport, much along the runway and surrounding the former golf course, are set aside as habitat for the endangered San Hieronymo kangaroo rat. Kangaroo rat habitat.



TIMELINE

1950: Renamed in honor of Capt. Leland F. Norton, a native San Bernardino resident who was killed in action during World War II.

1988: Norton Air Force Base's airfield for closure by the Base Realignment and Closure Commission.

1990: Inland Valley Development Agency formed to redevelop portions of the former base.

1992: San Bernardino International Airport Authority formed to spearhead reuse of the airport portion.

1994: The Air Force ceases operations at Norton, turns over operation to local officials.

1997: The IVDA sells its first parcel to private enterprise in a deal with Ming Plaza Development, which had planned a \$70-million hotel and sports and entertainment complex. The project never materialized.

2000: Hillwood approaches the airport with a proposal that could create 8,000 new jobs.

2000: Hillwood's Alliance California project moves forward with ambitions of creating a regional cargo hub.

2002: Hillwood's Alliance California project moves forward with ambitions of creating a regional cargo hub.

2004: DHI cano contract goes to March Air Reserve Base.

2005: San Manuel Band of Mission Indians is granted 14 acres at the former base.



1941: The base closed and nearby area was called San Bernardino Air Depot.



1994: Lockheed Martin amandurs its operations at the base after a \$32-million investment there.



1998: Airport officials push for passenger service while wrangling with the Air Force for ownership of the property.



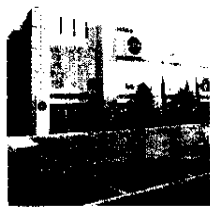
2007: Stater Bros. will move its corporate headquarters to the grounds of the former base.

TWO DECADES OF CHANGE

The former Norton Air Force Base was one the cornerstones of San Bernardino's economic vitality. When it was slated to close in 1988, it was a huge blow to Inland Southern California and especially the city of San Bernardino. Officials long have struggled to replace the lost jobs and to put the former base's runway back to work.

Mattel

In 2003, Mattel Inc. leased a 10-year lease to occupy an massive 1.25 million square-foot warehouse at Norton.



Terminal renovation

Originally used by the military for troop employment, the airport terminal building is about to get its second renovation in the past 10 years. Airport officials will spend \$36 million to update the facility to accommodate scheduled passenger traffic.



Executive charter

Plans are under way for a \$6-million executive charter terminal that will house a franchise of Houston-based Million Air. Interlink



Kohl's

Retail giant Kohl's Corp. was one of the first Fortune 500 companies to set up shop at the base. The company runs a 700,000-square-foot warehouse to store clothing and kitchen wares for an estimated 40 stores in the region.

Pep Boys

The Philadelphia-based automotive parts retailer Pep Boys relocated its facility to the base from Van Nuys in 2004.

Medline Industries

Medline Industries, an Illinois-based medical supply company, opened a 105,000-square-foot warehouse to store medical supplies ranging from rubber gloves to adult briefs.



Pactive Corp.

An Illinois-based manufacturer of containers ranging from fifty trash bags and disposable plates to meat packages and egg cartons, Pactive occupies a 900,000-square-foot warehouse at the former base.

Gateway South project

Although outside the bounds of the former base, this Hillwood warehouse development is a part of the overall Alliance California project.

Stater Bros.

The Inland grocery giant is amid construction of a 2.1 million-square-foot distribution center and headquarters on 163 acres at the former base. The project will cost more than \$300 million.



San Manuel

About 30 acres of the former base is owned by the San Manuel Band of Mission Indians. The tribe has set up some light industrial facilities there but hasn't announced a use for the rest of the property.



Palm Meadows Golf Course

Construction is set to begin this year on the grounds of the former Palm Meadows Golf Course. Hillwood is building 20 million square feet of warehouse space there, with buildings ranging from small offices to medium-size warehouses.

Habitat

Some 200 acres of the airport, south along the runway and surrounding the former ball fields, are set aside as habitat for the endangered San Bernardino kangaroo rat.

Kangaroo rat habitat

TIMELINE

1950:

Renamed in honor of Capt. Leland F. Norton, a native San Bernardino resident who was killed in action during World War II.

1988:

Norton Air Force Base slated for closure by the Base Realignment and Closure Commission.

1990:

Inland Valley Development Agency formed to redevelop portions of the former base.

1992:

San Bernardino International Airport Authority formed to spearhead reuse of the airport portion.

1994:

The Air Force ceases operations at Norton, turns over operation to local officials.

1997:

The IVDA sells its first parcel to private enterprise in a deal with Ming Plaza Development, which had planned a \$76 million hotel and entertainment complex. The project never materialized.

2000:

Hillwood approaches the airport with a proposal that could create 8,000 new jobs.

2002:

Hillwood's Alliance California project moves forward with ambitions of creating a regional cargo hub.

2004:

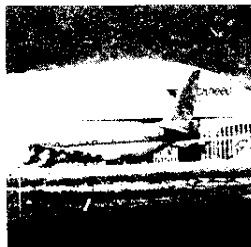
DHI cargo contract goes to March Air Reserve Base.

2005:

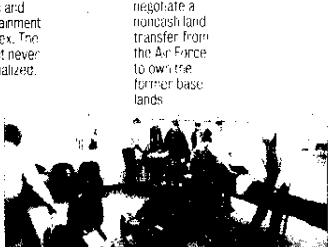
San Manuel Band of Mission Indians is granted 11 acres at the former base.



1941: The base opened and originally was called San Bernardino Air Depot.



1994: Lockheed Martin abandons its operations at the base after a \$39 million investment there.



1998: Airport officials push for passenger service while wrangling with the Air Force for ownership of the property.



2007: Stater Bros. will move its corporate headquarters to the grounds of the former base.

TWO DECADES OF CHANGE

The former Norton Air Force Base was one the cornerstones of San Bernardino's economic vitality. When it was slated to close in 1988, it was a huge blow to Inland Southern California and especially the city of San Bernardino. Officials long have struggled to replace the lost jobs and to put the former base's runway back to work.

Mattel

In 2003, Mattel Inc. signed a 10-year lease to occupy a massive 1.25 million-square-foot warehouse at Norton.



Terminal renovation

Originally used by the military for troop deployment, the airport's terminal building is about to get its second renovation in the past 10 years. Air port officials will spend \$18 million to update the facility to accommodate scheduled passenger traffic.



Executive charter

Plans are under way for a \$7 million executive charter terminal that will house a franchise of Houston-based Million Air Interlink.



Kohl's

Retail giant Kohl's Corp was one of the first Fortune 500 companies to set up shop at the base. The company runs a 700,000-square-foot warehouse to store clothing and kitchen wares for an estimated 30 stores in the region.

Pepp Boys

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Medline Industries

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Pactive Corp.

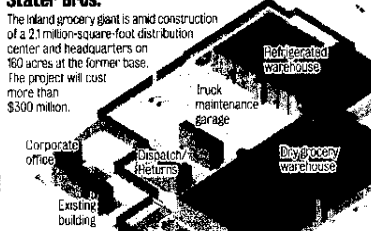
An Illinois-based manufacturer of containers ranging from Hefly trash bags and disposable plates to meat packaging and egg cartons, Pactive occupies a 900,000-square-foot warehouse at the former base.

Gateway South project

Although outside the bounds of the former base, this Hillwood warehousing development is a part of the company's AllianceCalifornia project.

Stater Bros.

The Inland grocery giant is amid construction of a 2.1 million-square-foot distribution center and headquarters on 160 acres at the former base. The project will cost more than \$300 million.



San Manuel

About 50 acres of the former base is owned by the San Manuel Band of Mission Indians. The tribe has set up some light industrial facilities there but hasn't announced a use for the rest of the property.

Palm Meadows Golf Course

Construction is set to begin this year on the grounds of the former Palm Meadows Golf Course. Hillwood is building 2.7 million square feet of warehouse space there, with buildings ranging from small offices to medium-size warehouses.

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Some 200 acres of the airport, south along the runway and surrounding the former golf course, are set aside as habitat for the endangered San Bernardino kangaroo rat.

Kangaroo rat habitat

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Inland Valley Development Agency formed to redevelop portions of the former base

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San Bernardino International Airport Authority formed to spearhead reuse of the airport portion

1994:

The Air Force ceases operations at Norton, turns over operation to local officials

1997:

The IVDA sells its first parcel to private enterprise in a deal with Ming Plaza Development, which had planned a \$70 million hotel and sports and entertainment complex. The project never materialized.

2000:

Development officials negotiate a noncash land transfer from the Air Force to own the former base lands

2002:

Hillwood's Alliance-California project moves forward with ambitions of creating a regional cargo hub

2004:

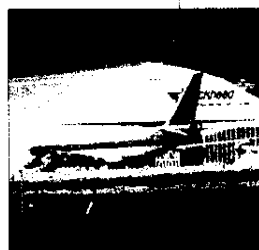
DHL cargo contract goes to March Air Reserve Base

2005:

San Manuel Band of Mission Indians is granted 18 acres at the former base



1941: The base opened and originally was called San Bernardino Air Depot.



1994: Lockheed Martin abandons its operations at the base after a \$12 million investment there.



1998: Airport officials push for passenger service while wrangling with the Air Force for ownership of the property.



2007: Stater Bros. will move its corporate headquarters to the grounds of the former base.



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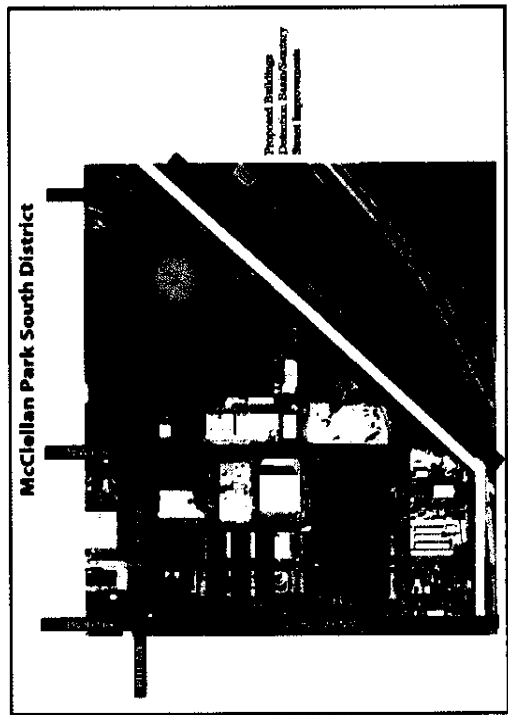
Current Project CMB Infrastructure Investment Group I, LP

McClellan Business Park, LLC (Sacramento,
California)



McClellan Park South District Project

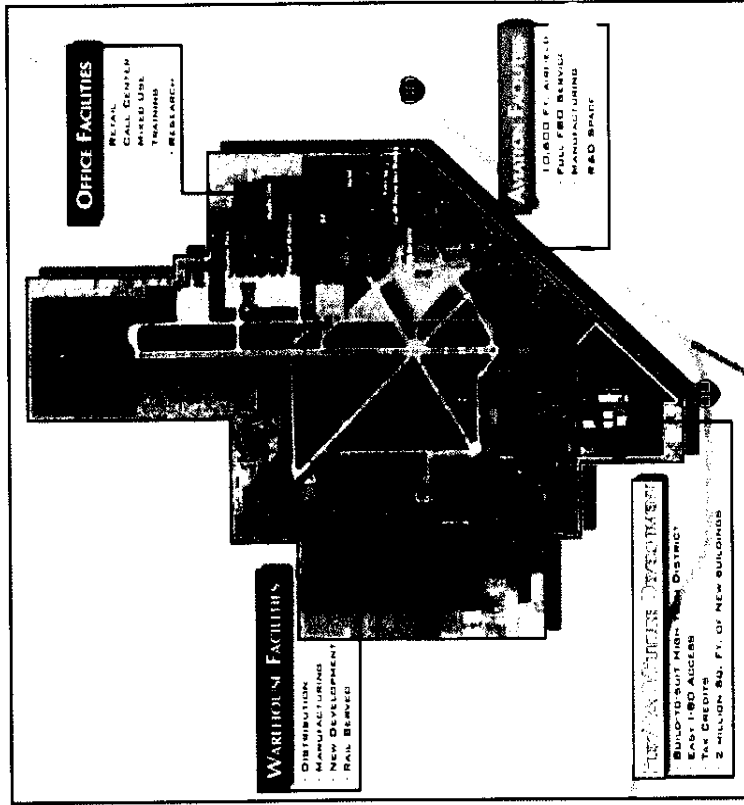
The first project authorized by the CMB Infrastructure Investment Group I consists of a \$22.6 million project on the former McClellan AFB located in Sacramento, California. The master developer, McClellan Park, LLC is seeking an investment of \$6 million from CMB investors. The former McClellan Air Force Base is located in Sacramento County, approximately seven miles northeast of downtown Sacramento.



Aerial View of McClellan Park South District Project

This infrastructure project is expected to create 225 indirect jobs

Aerial View of McClellan Park South District Project



OFFICE FACILITIES

- RETAIL
- CALL CENTER
- MIXED USE
- TRAINING
- RESEARCH

WAREHOUSE FACILITIES

- DISTRIBUTION
- MANUFACTURING
- NEW DEVELOPMENT
- RAIL SERVICE

AVIATION FACILITIES

- 10,000 FT. AIRFIELD
- 100,000 SQ. FT. AIRCRAFT
- 100,000 SQ. FT. AIRCRAFT
- R&D CENTER

TECHNOLOGY DEVELOPMENT

- BUILD-TO-SUIT HIGH TECH DISTRICT
- EAST I-80 ACCESS
- TAX CREDITS
- 2 MILLION SQ. FT. OF NEW BUILDINGS

Infrastructure is the foundation upon which all jobs are created

N

Raley Ave.

Main Ave

Bell Ave

Winters St.

Roseville Rd.

Watt Ave.

Palm Ave

Peacekeeper

Watt Ave.

80

80

Capital City Freeway

McClellan Park Aerial

3140 Peacekeeper Way, McClellan, CA



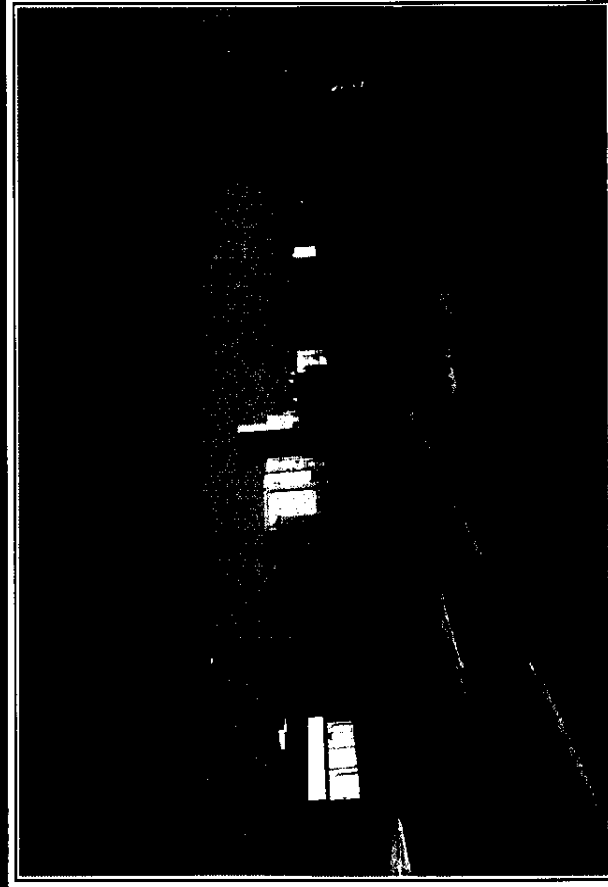
Segment #1

Existing Winters Street



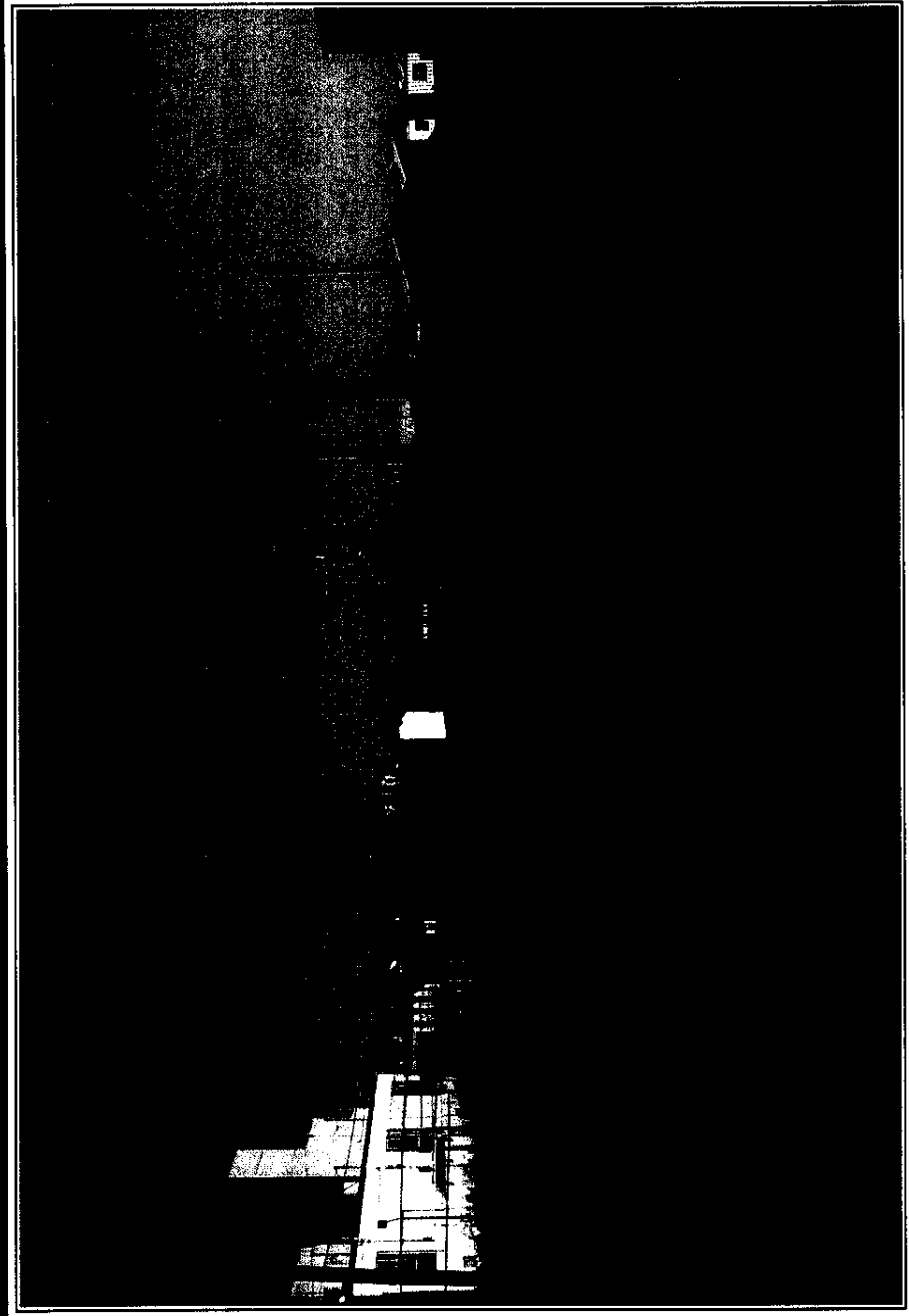
Segment #2

Existing Bell / Winters / Kilzer / Dudley Intersection

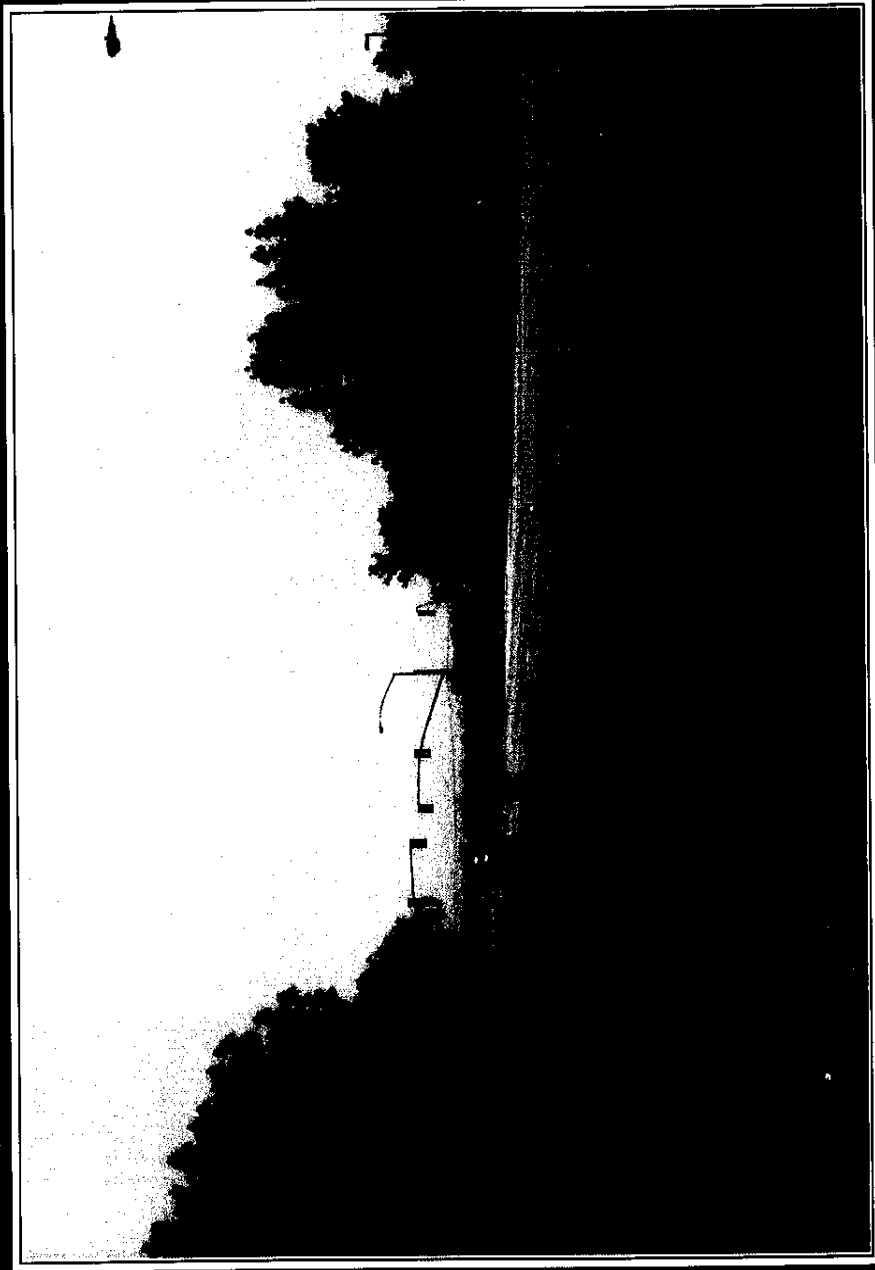


Segment #3

Existing Kilzer Avenue

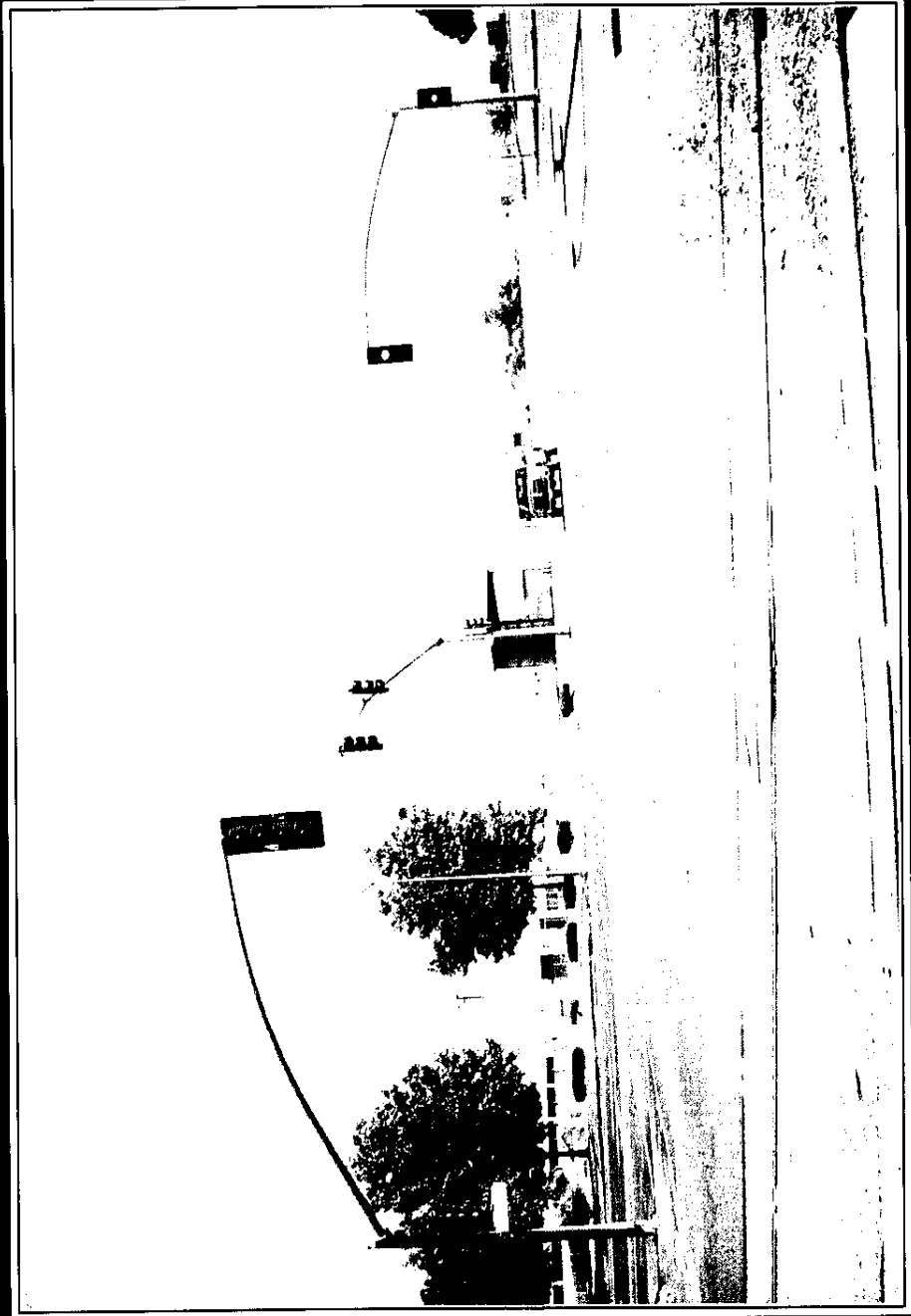


Segment #4
Existing Dudley Blvd.
(Winters / Kilzer to Forcum)



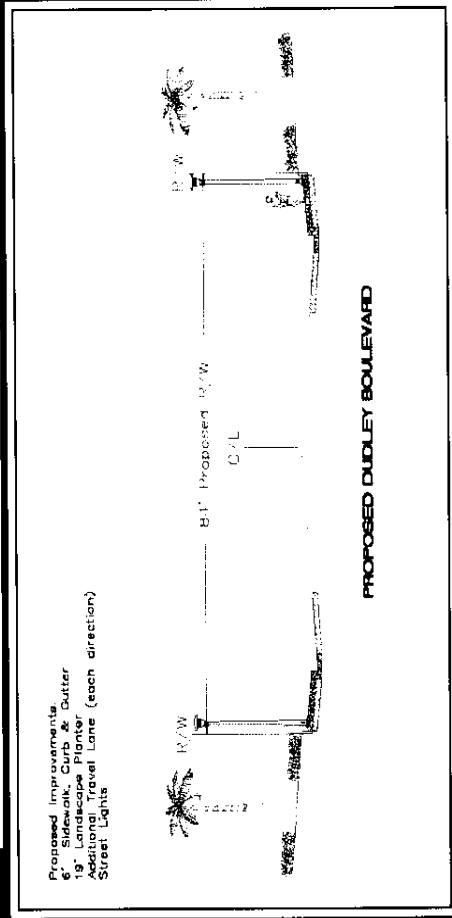
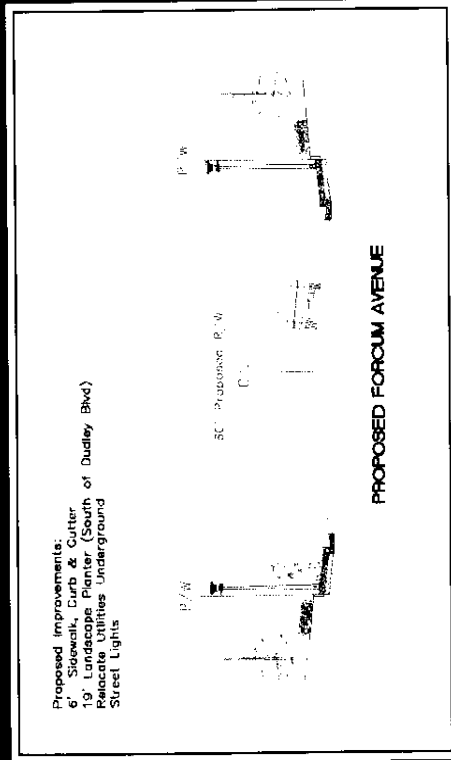
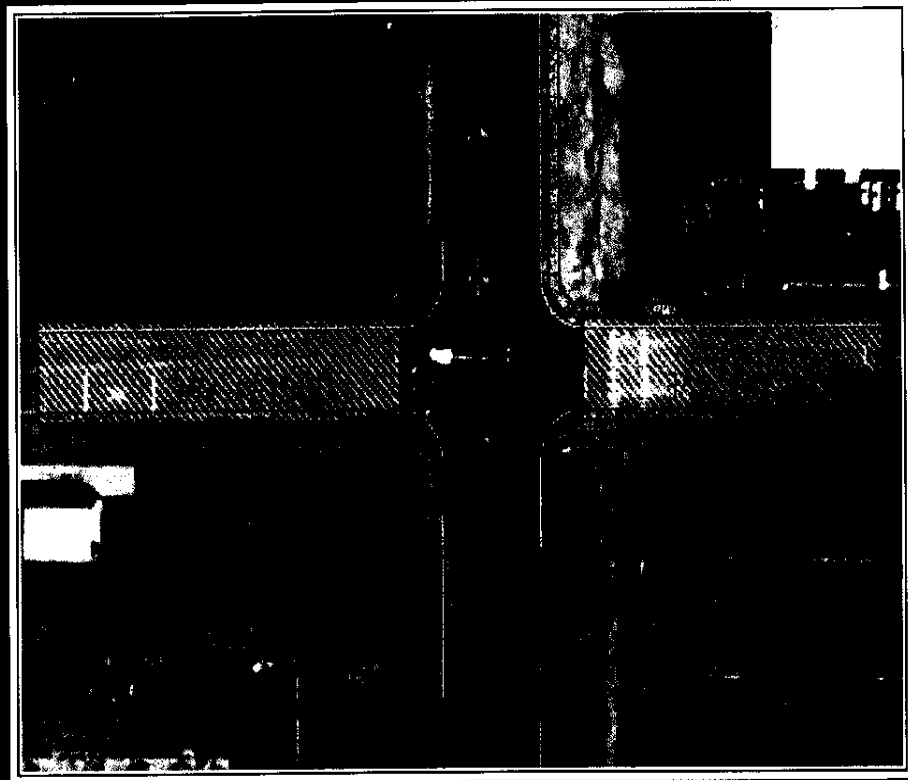
Segment #5

Existing Dudley / Forcum Intersection



Segments #6, #7, #8

Proposed Forcum Ave. and Dudley East





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2007 Projects

CMB Investment Group A
CMB Investment Group B



CMB Investment Group A and CMB Investment Group B projects were designed in cooperation with the Inland Valley Development Agency to create the basic infrastructure to attract the new \$295 million massive Stater Bros. Markets distribution and office complex.

Investment Group A

- Hard cap of the former military base landfill for cargo container and semi-trailer staging facility.
- Improvements to the roadway ingress and egress to the hard cap and Stater Bros. Complex
- Road improvements for access to the Stater Bros. facilities and main roadway arteries.

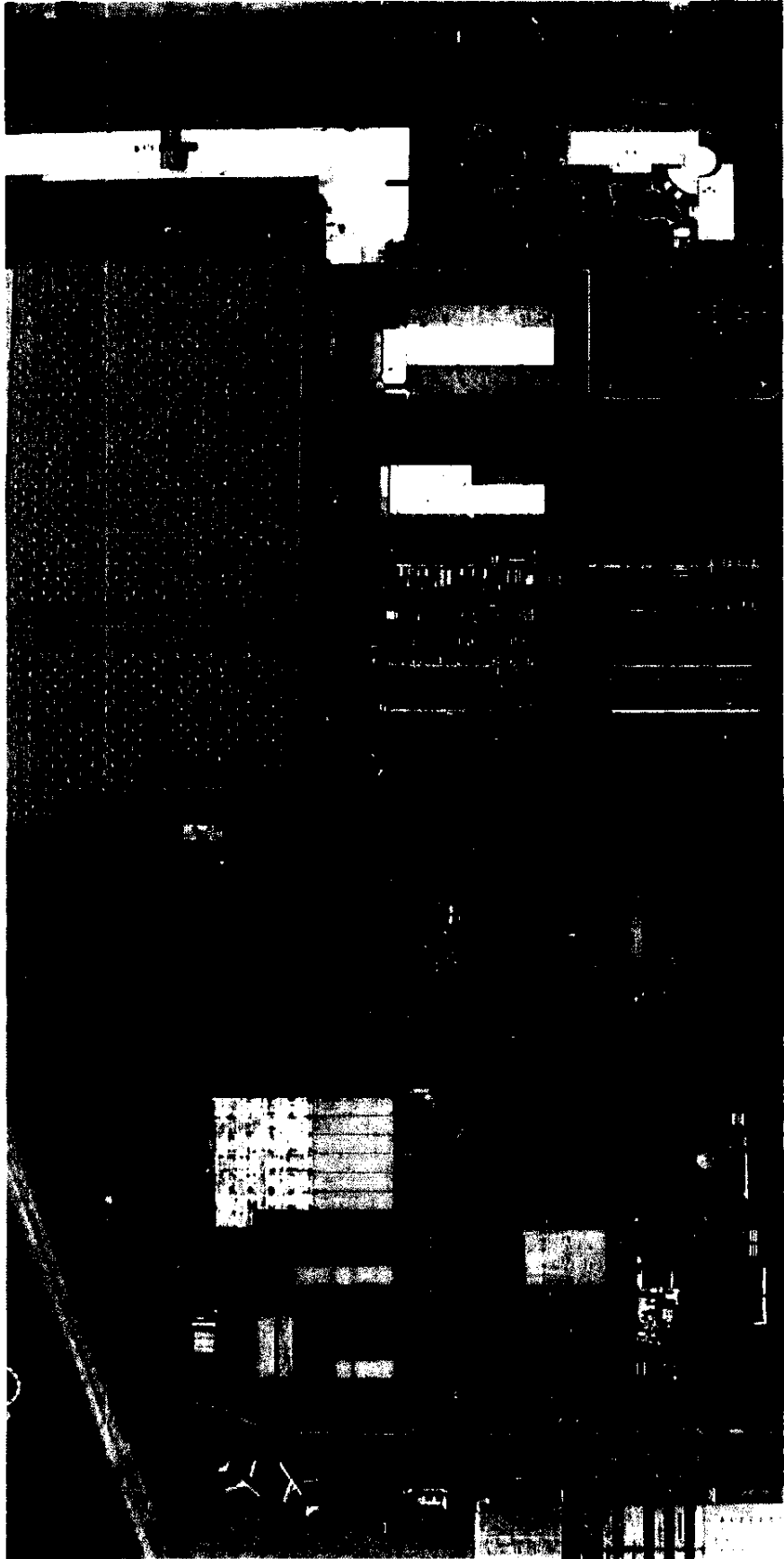
Investment Group B

- Construction of a new bridge over the Santa Ana River provides direct access to Stater Bros.
- New parking facility for both the air terminal and Stater facility
- Road improvements providing additional access to the former base.







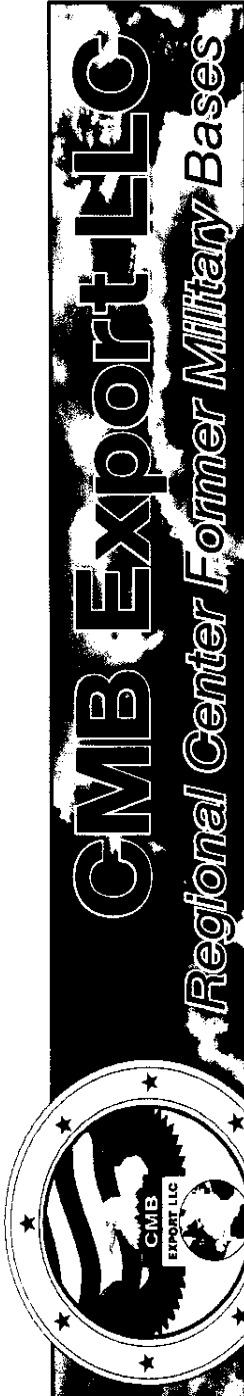






The Other Former California Military Bases within The CMB Regional Center

- **Southern California Logistics Airport**
(Former George Air Force Base)
- **Mather Commerce Center**
(Former Mather Air Force Base)
- **Depot Park**
(Former Sacramento Army Depot)
- **March Global Port**
(Realigned March Air Force Base)



1) San Bernardino International Airport
(Former Norton Air Force Base)

2) McClellan Business Park
(Former McClellan Air Force Base)

3) Southern California Logistics Airport
(Former George Air Force Base)

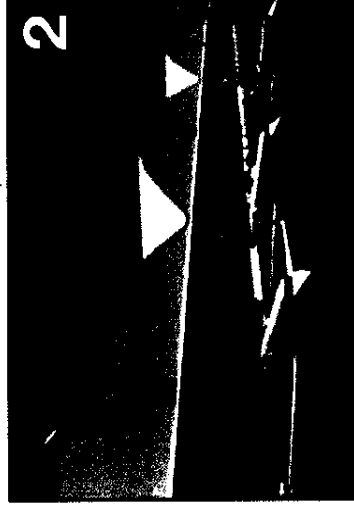
4) Mather Commerce Center
(Former Mather Air Force Base)

5) Depot Park
(Former Sacramento Army Depot)

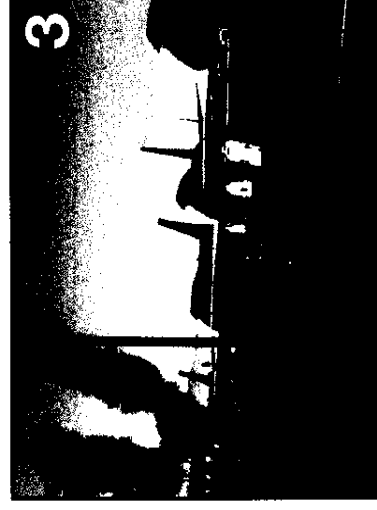
6) March Global Port
(Realigned March Air Force Base)



1
Mattel Facility at the San Bernardino International Airport



2
McClellan Jet Services at McClellan Park

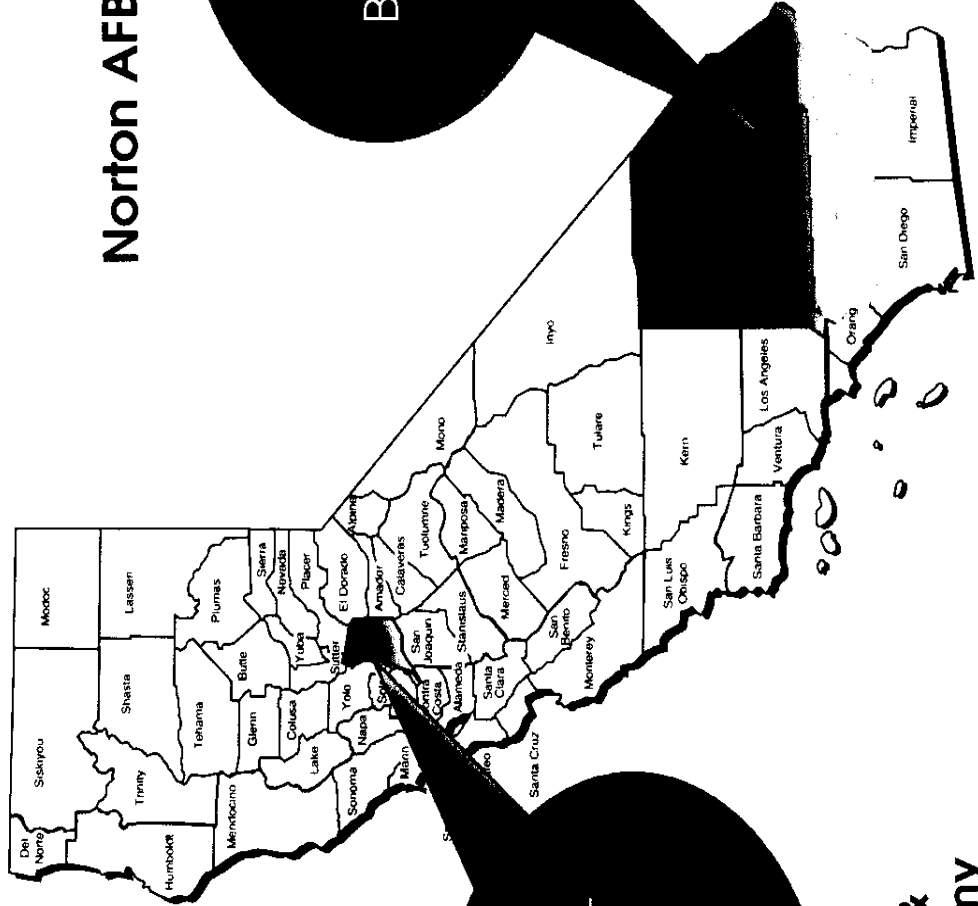


3
The dry desert air makes SCLA a favored spot for airlines to park surplus planes

GEOGRAPHIC AREA OF CMB EXPORT REGIONAL CENTER



Norton AFB & George AFB



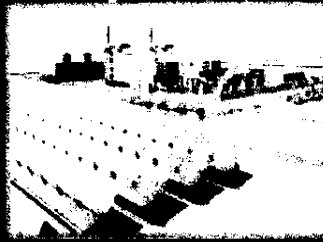
**Mather AFB,
McClellan AFB &
Sacramento Army
Depot**

March AFB



The Other Former California Military Bases within The CMB Regional Center

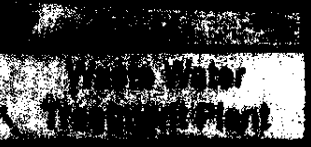
- **Southern California Logistics Airport**
(Former George Air Force Base)



WVZ Power Plant



Water Treatment Plant



Water Treatment Plant



Multimodal Yard



Multimodal Yard



Multimodal Yard



Multimodal Yard

Existing BNSF/UP Main Line

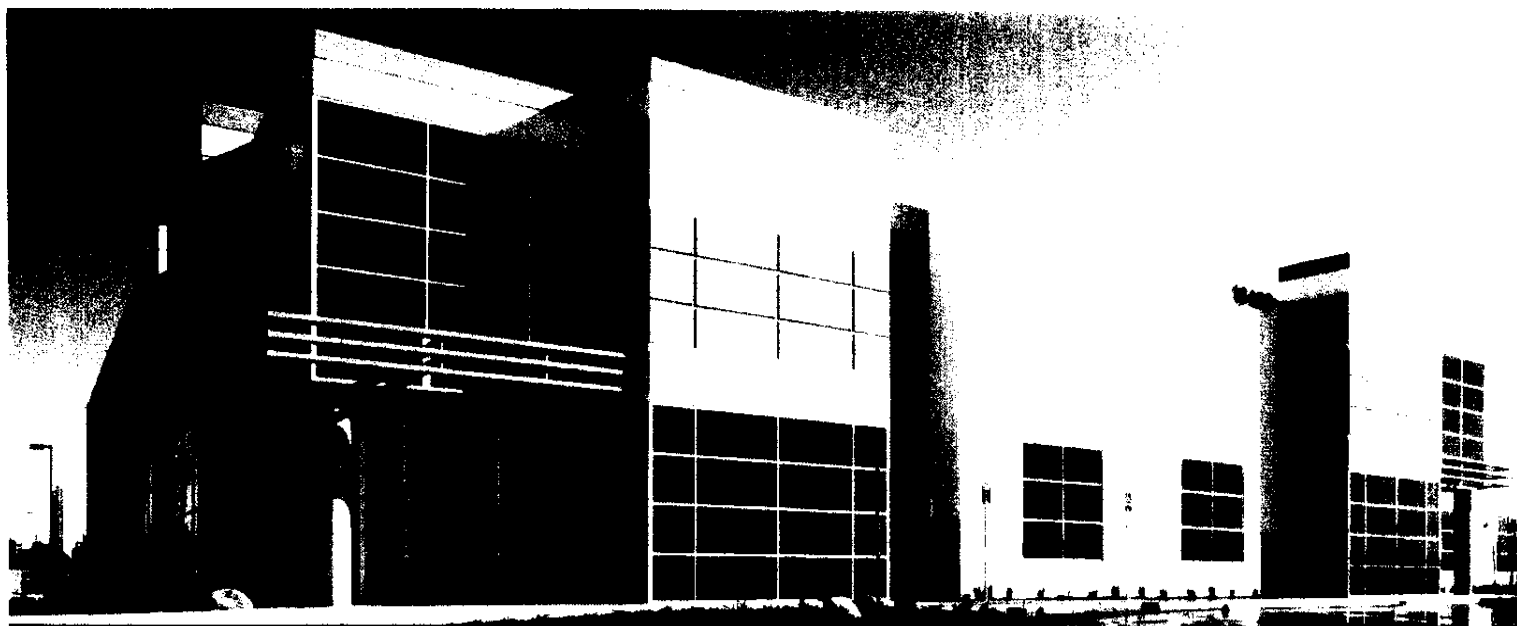
New Roadways

Capital Investment

Adaptive



SOUTHERN CALIFORNIA LOGISTICS CENTRE

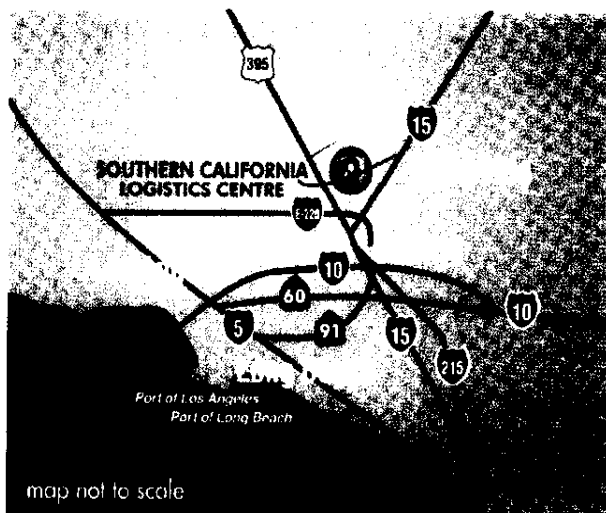


GLOBAL ACCESS BUSINESS CENTRE

SCLC ADVANTAGES:

- Multimodal Logistics Centre
- Air Cargo Services
- Minutes from I-15 and U.S. 395
- Less than 100 Miles From the Ports of Los Angeles and Long Beach
- Optimal Location for Interstate and International Distribution
- Abundant Skilled Workforce at Competitive Rates
- Municipalized Utilities/Low Cost Reliable Power
- Competitive Operating Costs/Lowest in the Region
- Project Wide Expansion Opportunities
- Onsite Property Management

LOCATION:



INCENTIVES:

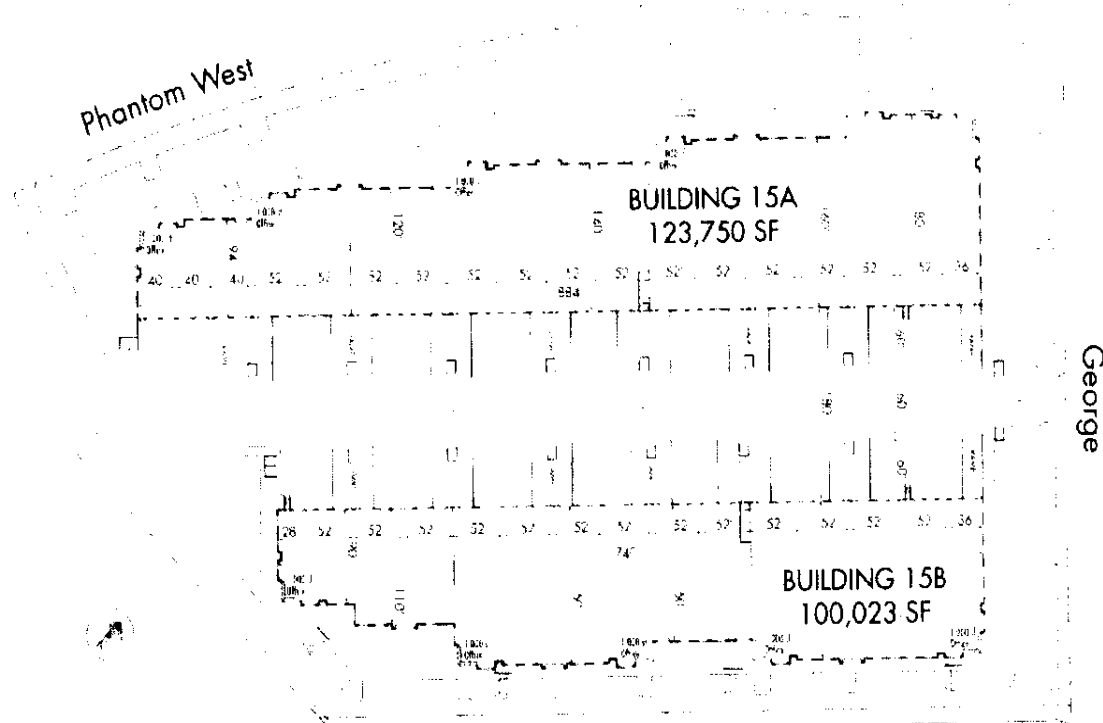
- 90,000-Acre Redevelopment District
- LAMBRA Zone Credits and Incentives
- Onsite 24/7 Secured U.S. Customs
- 2,600-Acre Foreign Trade Zone (FTZ #243)

A MASTER DEVELOPMENT OF

STIRLING



SITE PLAN:

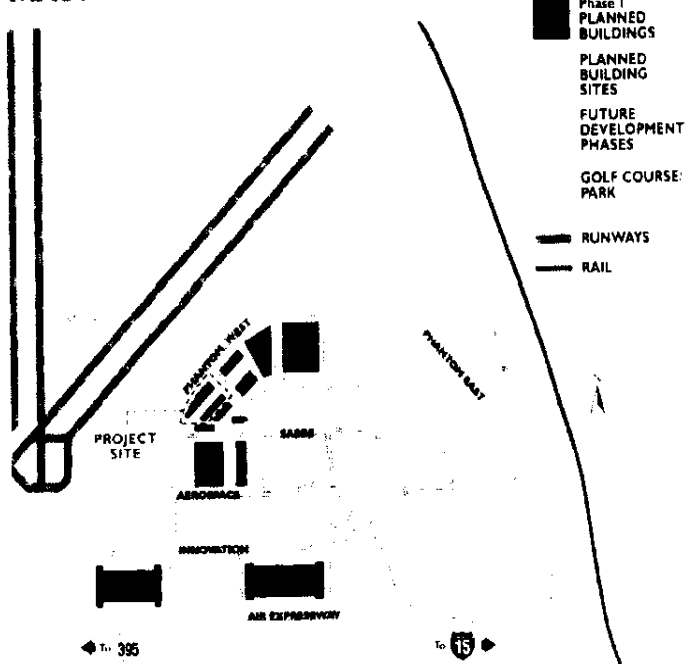


GLOBAL ACCESS BUSINESS CENTRE

BUILDING FEATURES:

- | | | |
|---|-------------------------------------|------------|
| | 15A | 15B |
| • Building | | |
| • Building Area | 123,750 sf | 100,023 sf |
| • Suites Divisible: | → 3,500 sf to over 20,000 sf | |
| • Parking | 212 Stalls | 120 Stalls |
| • Dock High Loading: | 39 | 39 |
| • Ground Level Doors | 12 | 7 |
| • Clear Height: | 24' | 24' |
| • 10% Office Build-Out | | |
| • Dock High and Grade Level Loading | | |
| • ESFR Fire Suppression System | | |
| • Telecommunications Connection: Fiber Optics & Cable | | |

MASTER PLAN:



Top Desk: CBRE
909.515.2149

Asset Services: CBRE
760.763.2649

Asset Management Group
760.763.0511

Victorville Office
951.251.5147



Managed and Developed by a Public/Private Partnership

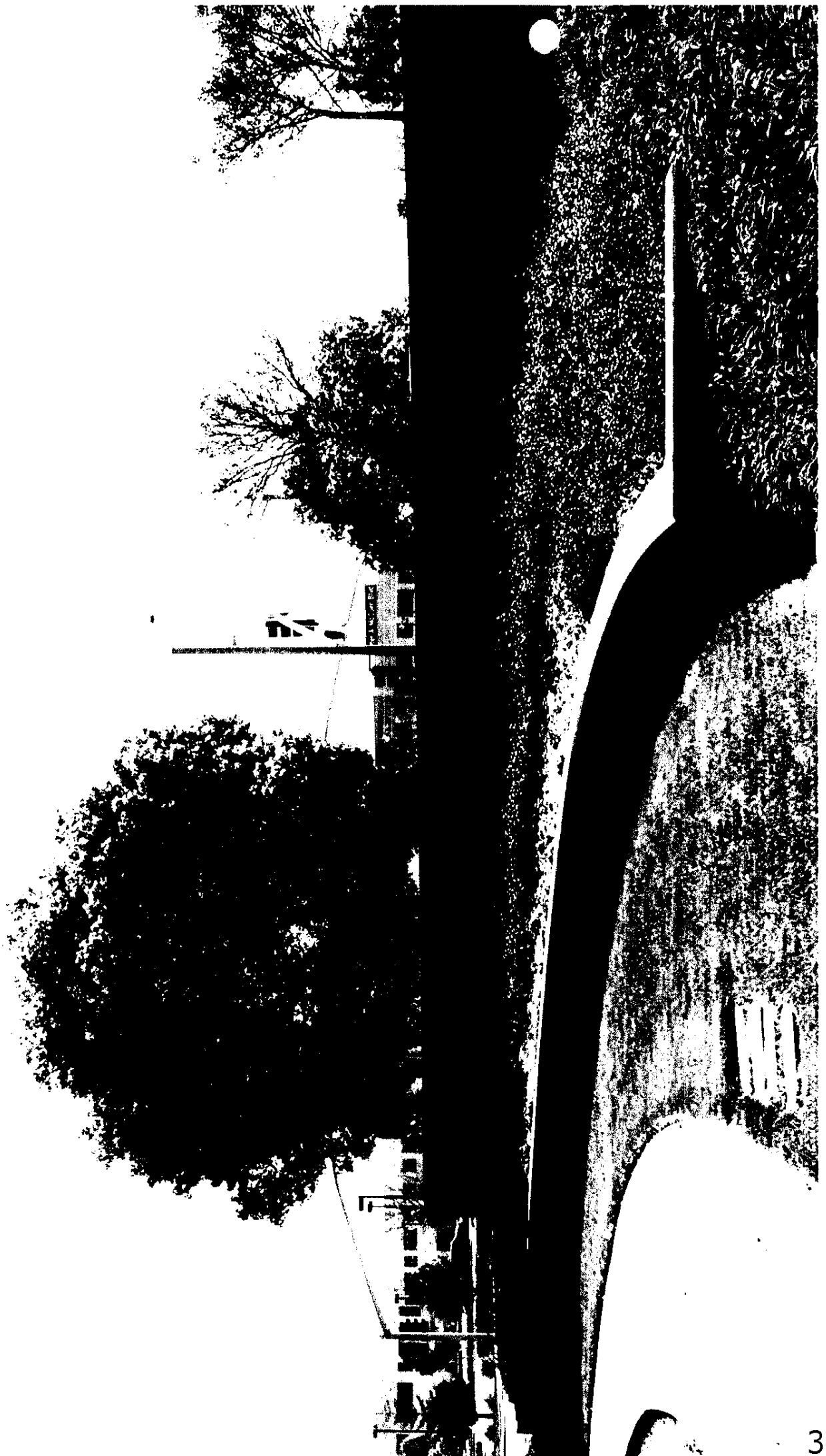
STIRLING

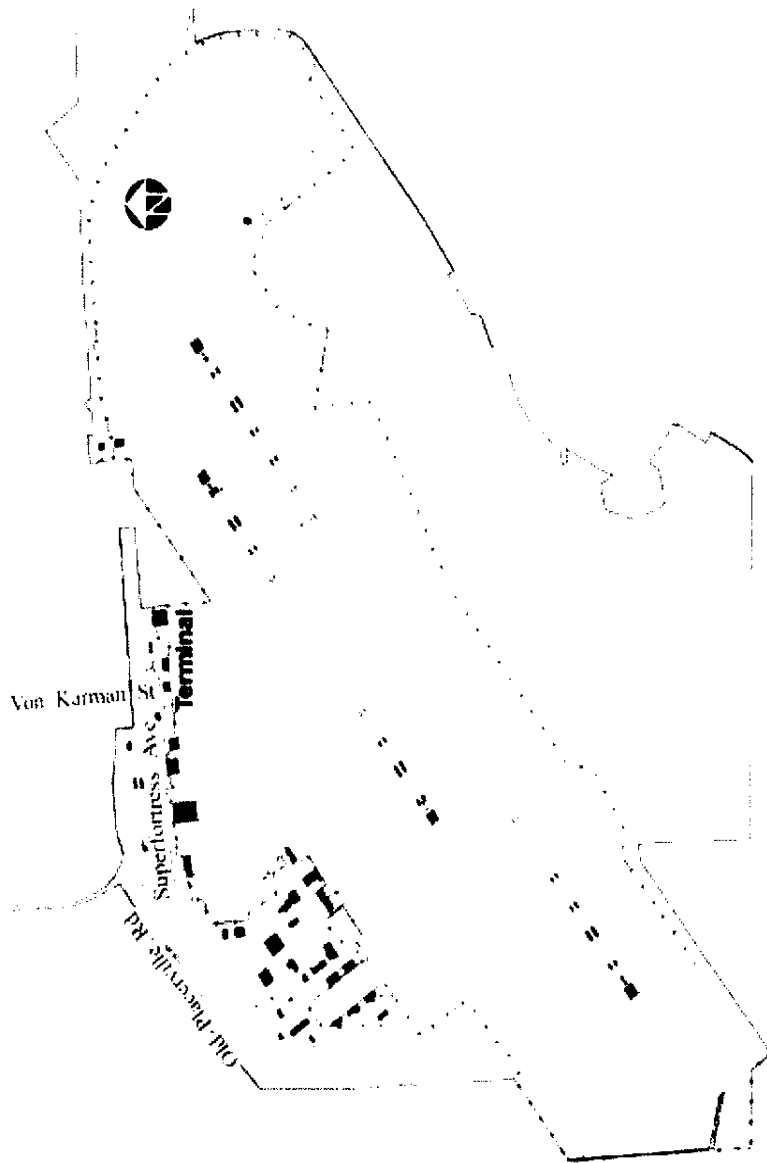


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The Other Former California Military Bases within The CMB Regional Center

- **Mather Commerce Center**
(Former Mather Air Force Base)





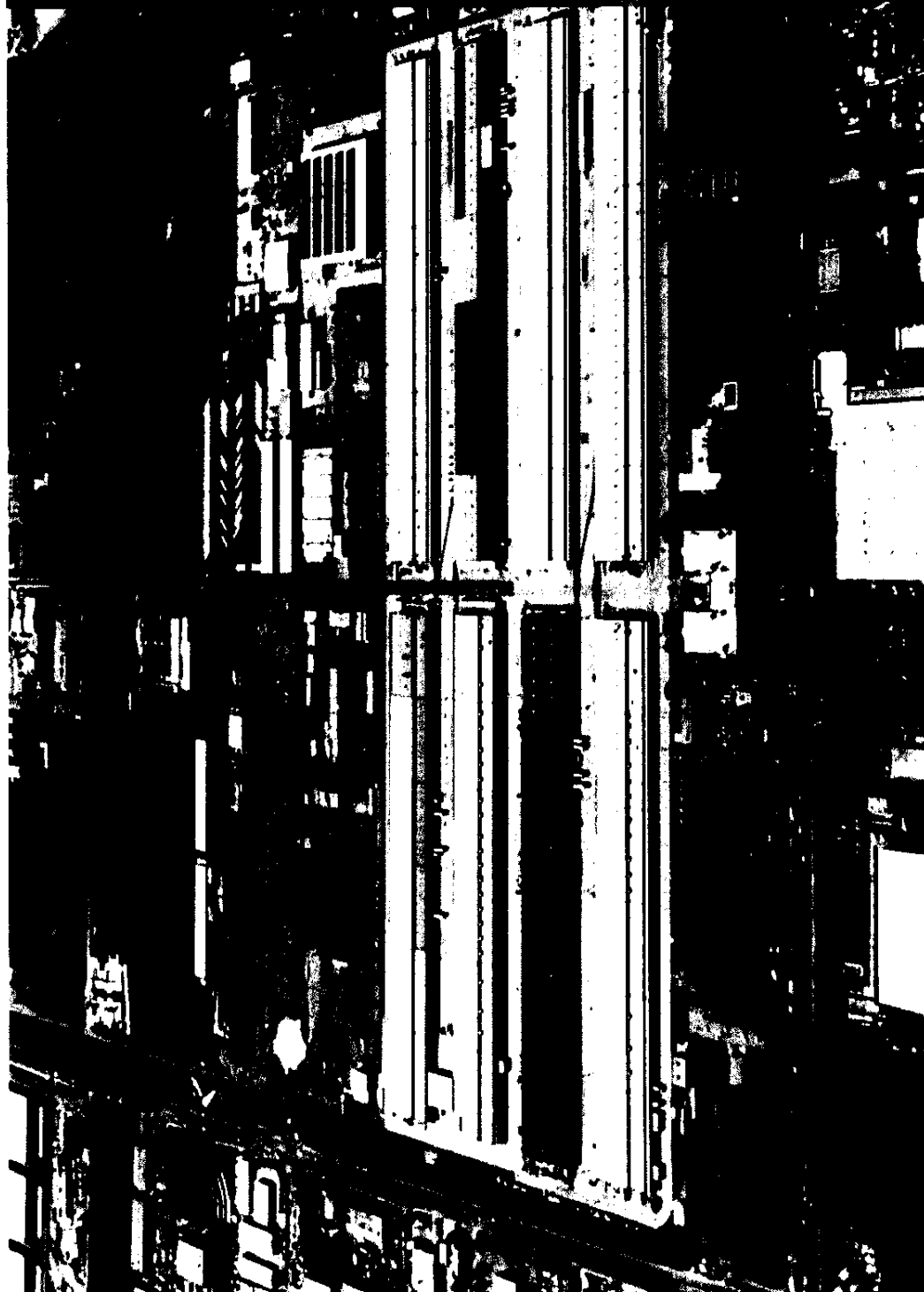


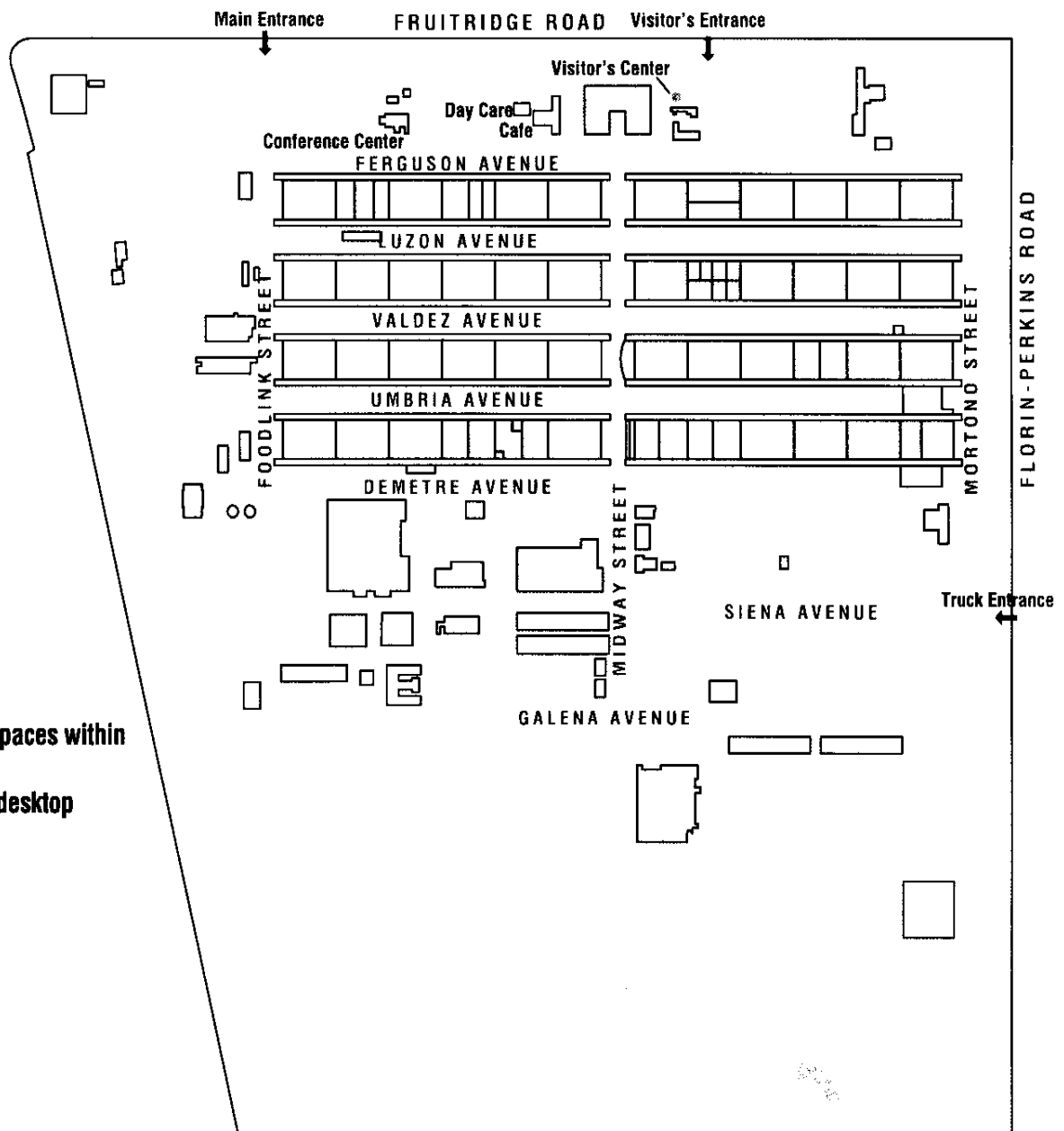
The Other Former California Military Bases within The CMB Regional Center

- **Depot Park**
(Former Sacramento Army Depot)

*Room To Breathe
...And Grow*

- Over 300 acres
- 3 million square feet of buildings
- 150 acres of vacant land
- Build-to-suit sites available
- Virtually unlimited parking
- And plenty of open space



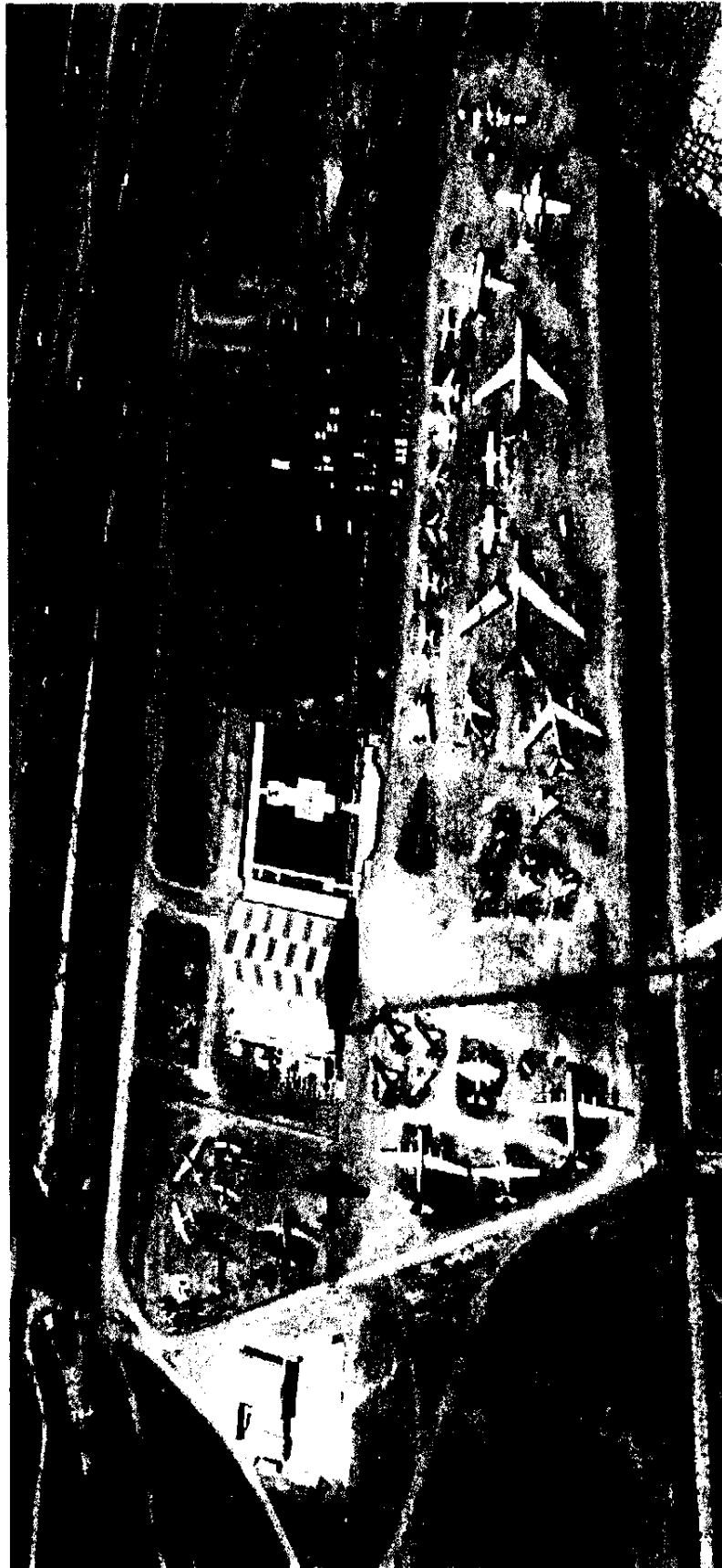


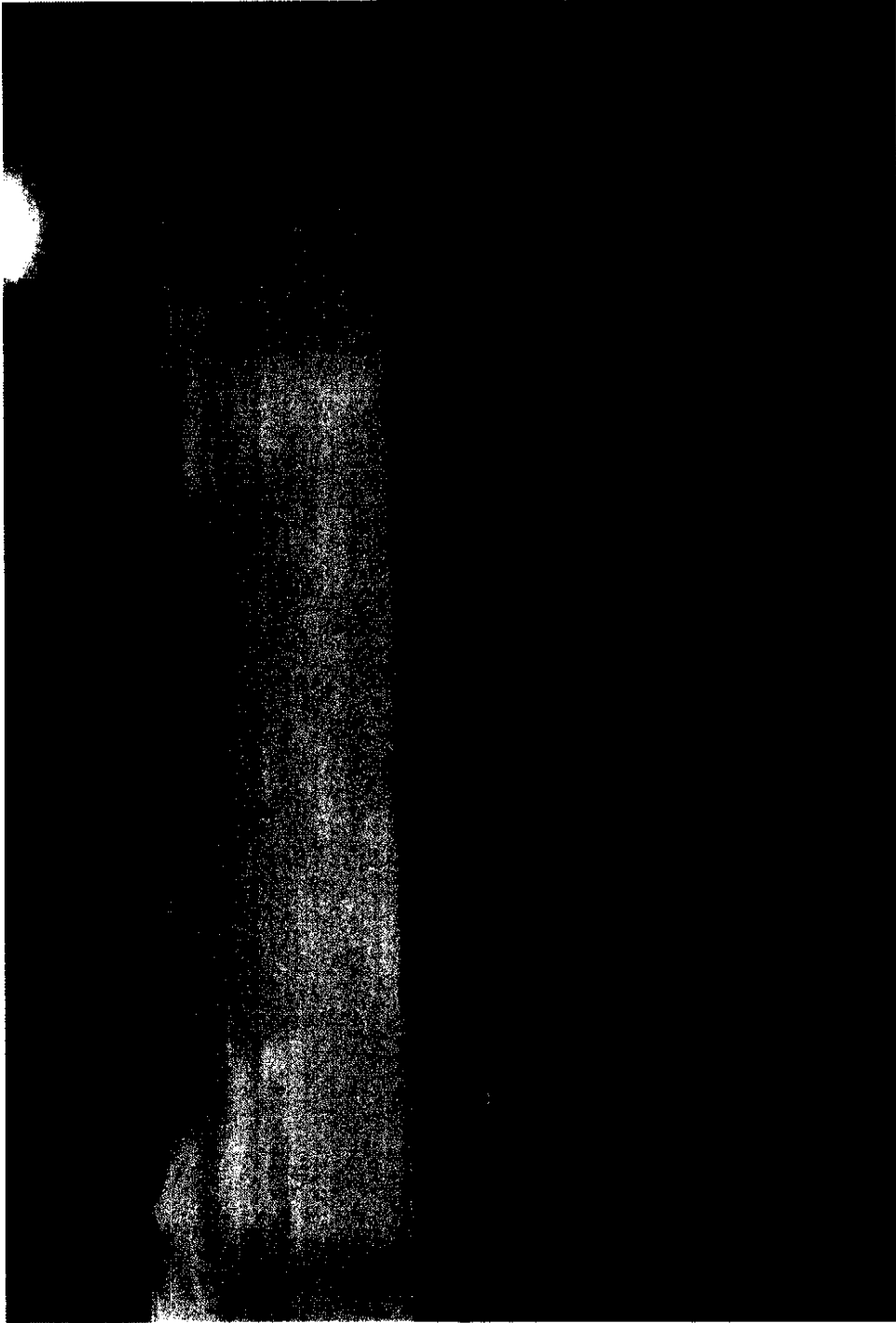
[Click on building to view spaces within](#)
[View larger static version](#)
[Download PDF version to desktop](#)
[View aerial site photo](#)



The Other Former California Military Bases within The CMB Regional Center

- **March Global Port**
(Realigned March Air Force Base)







CMB Regional Center Garner's Support from All Levels of Government

- Federal
- State
- Local



U.S. Citizenship
and Immigration
Services

HOOPRD 70/6.2.8

APR 18 2007

Mr. Patrick F. Hogan
President
CMB Export LLC
4507 49th Avenue
Moline, Illinois 61265

Mr. Lincoln Stone, Esq.
Stone & Grzegorek LLP
800 Wilshire Boulevard, Suite 350
Los Angeles, CA 90017

Re: California Military Bases Export LLC Regional Center (CMBRC) Amendment

Pursuant to Section 610 of the Appropriations Act of 1993, on August 15, 1997, the California Military Bases Export LLC (CMB) was approved and designated as a regional center by the former Immigration and Naturalization Service for the purpose of attracting immigrant investor capital into the development area which is related to the former military bases located in the counties of Sacramento, San Bernadino and Riverside, California. CMB's originally approved regional center application focused on the rebuilding and redevelopment of following six commercial bases in Southern California and Sacramento County in Northern California:

1. George AFB
2. Norton AFB
3. March AFB
4. McClellan AFB
5. Sacramento Army Depot
6. Mather AFB

On January 10, 2007, CMB requested approval to amend its business plan and refine its economic methodology along with its job creation multipliers to encompass three new investment focuses of the CMB Regional Center. Specifically, the CMB Regional Center updates its business plan to include the improvement of infrastructure in the designated development area via direct investment into the state and local government economic development authorities charged with the redevelopment of the closed military base areas. It is CMB's intention to fully fund the development authorities' investment requests for various infrastructure projects. Additionally, the CMB Regional Center plans to improve infrastructure in the development area via direct investment into private enterprises located in the designated development area. CMB's updated submission contains an economic analysis of with refined job multipliers which indicate the potential direct, indirect and induced job creation resulting from proposed investment opportunities.

CMB submitted the following evidence in support of its requested amendment:

- An Economic Impact Analysis using the IMPLAN model prepared by a professional economist;
- A revised business plan reflecting the timing, scale and planned use within CMB of the alien investor capital;
- A proposed Limited Partnership Agreement, a proposed Subscription Agreement, and a proposed Private Placement Memorandum (PPM), all reflecting revisions/changes based on USCIS review comments to ensure full compliance with the applicable EB-5 regulations at 8 CFR 204.6 and USCIS precedent decisions;
- Proposed escrow agreement reflecting instructions to the financial institution designated to serve as the escrow agent for each immigrant investor's irrevocable escrow account regarding disbursement of the investor's contributed capital; and
- The business model for capitalization from as many as 76 immigrant investors and \$78 million in aggregate **domestic** and immigrant investor funds into CMB.

Based on its review and analysis of the January 10, 2007 request to amend the previous CMB Regional Center designation, USCIS approves this amendment to the regional center designation, business plan and job creation multipliers for the CMB Regional Center. In accepting the amendment, USCIS has updated its records of CMB's Regional Center approval and designation, business plan, and job creation multipliers to encompass these amendments to provide for immigrant investor capital into:

1. Improvement of infrastructure in the designated development area via direct investment into the state and local government economic development authorities charged with the redevelopment of the closed military base areas.
2. Improvement of infrastructure in the designated development area via direct investment into private enterprises located in the designated development area.

As such, aliens seeking immigrant visas through the Immigrant Investor Pilot Program may file individual petitions with USCIS for these new commercial enterprises located within the CMB regional center area comprised of the former military bases located in the counties of Sacramento, San Bernadino and Riverside, California. CMB's approved regional center application continues to focus on the rebuilding and redevelopment of following six commercial bases in Southern California and Sacramento County in Northern California:

1. George AFB
2. Norton AFB
3. March AFB
4. McClellan AFB
5. Sacramento Army Depot
6. Mather AFB

The geographic focus of this area is comprised of both rural areas and certain urban areas which have been designated as a Targeted Employment Area (TEA) by the State of California as defined in 8 CFR 204.6(e). Therefore, the minimum capital investment threshold for any individual immigrant investment into a new commercial enterprise through the CMB Regional Center shall be not less than \$500,000.

Alien entrepreneurs who file petitions for commercial enterprises located in the CMB regional center area must fulfill all of the requirements set forth in 8 CFR 204.6, except that the petition need not show that the new commercial enterprises created ten new jobs indirectly as a result of the alien entrepreneur's investment. This determination has been established by way of the USCIS' acceptance of the economic analysis which is contained as part of the USCIS-approved CMB Regional Center's initially approved proposal and its expanded indirect job creation analysis within the approved CMB amendment.

However, where creation of indirect jobs is based on a multiplier rooted in or based on underlying new "direct jobs" (or preservation of existing direct jobs in a troubled business) are claimed in support of an immigrant investor's individual I-526 petition affiliated with the CMBRC, then to be credited with projected preservation or creation of any new "direct" jobs for "qualifying employees" the petition must be supported by:

- Probative evidence of the number of full time (35 hours per week) qualified employees at the point of filing the petition whose positions shall be preserved/maintained throughout the alien's period of conditional residency. Such evidence should include copies of quarterly state employment tax reports, Forms W-2, Forms I-9, and any other pertinent employment records sufficient to demonstrate the number of "direct" qualifying pre-existing full time jobs in CMB preserved/maintained, and any other pertinent employment records sufficient to demonstrate the number of employees before the investment.
- To be credited with projected creation of new "direct" jobs for "qualifying employees" at the point of filing the I-526 petition, then the petition must be supported by a comprehensive detailed CMB business plan and supporting financial, marketing and related data and analysis providing a reasonable basis for projecting creation of the new direct jobs.

Each individual petition, in order to demonstrate that it is associated with the CMBRC, in conjunction with addressing all the requirements for an individual alien entrepreneur petition, shall also contain as supporting evidence relating to this amended regional center designation, the following:

1. A copy of this letter for the amended approval and updated designation.
2. A copy of the approved regional center narrative proposal, business plan, and the approved amendments.
3. A copy of the job creation methodology required in 8 CFR 204.6(j)(4)(iii), as contained in both the initial and amended regional center economic analysis which has been approved by

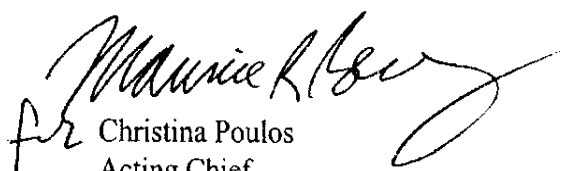
USCIS, which reflects that investment by an individual alien investor of at least \$500,000 into a commercial enterprise within the geographic area of the amended CMBRC will preserve and/or create full-time employment positions, either directly or indirectly, for not fewer than ten qualified employees.

4. A legally executed copy of:
 - a. the Private Placement Memorandum;
 - b. the Limited Partnership Agreement;
 - c. the Subscription Agreement; and
 - d. the escrow agreement and instructions

The designation and reaffirmation (through this amendment approval) by the USCIS of CMB as a regional center does not reflect any determination on the merits of individual petitions filed by alien entrepreneurs under the Immigrant Investor Pilot Program. All petitions for alien entrepreneurs who invest within the regional center will be adjudicated by the USCIS on a case-by-case basis and each petition must be fully documented. The individual petitions must be submitted to the USCIS California Service Center.

If you have any questions concerning the CMB Regional Center amendment approval and reaffirmation of your designation under the Immigrant Investor Pilot Program, please contact the USCIS Foreign Trader, Investor and Regional Center Program.

Sincerely,


For Christina Poulos
Acting Chief
Service Center Operations



U.S. Department of Justice
Immigration and Naturalization Service

HQ 7078.007

425 I Street NW
Washington, DC 20536

AUG 15 1997

CMB Export LLC
c/o Corona Professional Center
400 S. Ramona Avenue, Suite 217AA
Corona, CA 91719

RE: Application for Designation as a Regional Center for CMB
Export LLC

Dear Sirs:

Pursuant to Section 610 of the Appropriations Act of 1993, CMB Export LLC has been designated as a regional center to participate in the Immigrant Investor Pilot Program. As of this date, aliens seeking immigrant visas through the Immigrant Investor Pilot Program may file individual petitions with the Immigration and Naturalization Service (Service) for new commercial enterprises located within the CMB Export LLC development area which is related to former military bases located in the counties of Sacramento, San Bernardino and Riverside, California.

Alien entrepreneurs who file petitions for commercial enterprises located in former military bases in the referenced, designated counties must fulfill all of the requirements set forth in 8 CFR 204.6, except that the petition need not show that the new commercial enterprise hired ten new employees as a result of the alien entrepreneur's investment. The petition may contain evidence that the investment indirectly created or will create full-time positions for not fewer than ten persons, using economically or statistically valid methodologies as described in 8 CFR 204.6(i)(4)(iii), through revenues generated from increased exports resulting from the Pilot Program.

The designation by the Service of CMB Export LLC as a regional center does not reflect any determination by the Service on the merits of individual petitions filed by alien entrepreneurs under the Investor Pilot Program. All petitions for alien entrepreneurs who invest within the regional center will be adjudicated by the Service on a case-by-case basis and each petition must be fully documented. The individual petitions must be submitted to the California Service Center.

If you have any questions concerning CMB Export LLC's designation under the Immigrant Investor Pilot Program, please contact Katherine Lorr at (202)514-5014.

Sincerely,

Michael L. Aytes
Assistant Commissioner
X Benefits



JOE BACA
MEMBER OF CONGRESS

August 23, 2006

Patrick Hogan, President
CMB Export LLC
4507 49th Avenue
Moline, Illinois 61265

Dear Mr. Hogan,

Just a short note to thank you and all the good people at CMB for your assistance and support in helping to ensure the success of economic development project work at the former Norton Air Force Base in San Bernardino. Through your efforts in providing loan matching loan monies, the Inland Valley Development Agency and the San Bernardino International Airport were able to complete several street projects to assist in attracting new business interests to our development zone.

Thank you, again, and I wish you every success with future projects.

Sincerely,


Joe Baca, Congressman
43rd Congressional District

PAID FOR BY FRIENDS OF JOE BACA

Congress of the United States
Washington, DC 20515

July 14, 1999

Ms. Donna Coultice
Director of the California Service Center
Immigration and Naturalization Service
24000 Avila Road
Laguna Niguel, CA 92607

Re: Former Norton Airforce Base, City of San Bernardino, California

Dear Ms. Coultice:

As you know, our offices are very concerned with economic development in the city of San Bernardino and particularly, at the former Norton Air Force Base, which impacts both of our congressional districts. CMB Development Limited Partnership II ("CMB II"), an investment group led by Patrick Hogan, has brought needed capital investment to the City of San Bernardino, thus creating numerous job opportunities at the former Norton Air Force Base. The investors who make up the group are foreign nationals who seek U.S. permanent residence.


We are extremely fortunate to have this source of investment. The military base closure caused high unemployment in the city of San Bernardino that has subsided only recently. The current United States national unemployment average is at a 29-year low of 4.2%, but the city of San Bernardino still lags with an unemployment rate of about 7%.

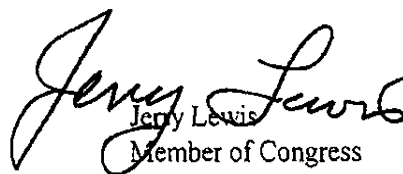
CMB II has already made the commitment of capital to various investments. Its investment dollars have been used as a matching fund requirement for a \$1.8 million dollar federal grant for infrastructure improvements at the former Norton Air Force Base. Also, CMB II has invested \$2,000,000 to enable a Canadian company to locate at Norton Air Force Base and to build a new 100,000 square foot manufacturing facility. This is the first new building on the former military base since its closure in 1993-1994.

CMB also has been asked by the Norton reuse agency, Inland Valley Development Agency (IVDA), to fund the rehabilitation of former military warehouses. The now vacant warehouses are vital to the cargo airport. We need these jobs and we need this innovative source of low-cost capital to spur growth in the city of San Bernardino.

We are very supportive of the efforts of CMB II to create jobs at the former Norton Air Force Base. The base is important to both our districts and residents. We therefore encourage a swift review of the petitions to be filed by CMB II investors.

Sincerely,


George E. Brown, Jr.
Member of Congress


Jerry Lewis
Member of Congress

GEB: rda

STATE CAPITOL
P.O. BOX 942846
SACRAMENTO, CA 94246-0096
PHONE: (916) 319-2036
FAX: (916) 319-2136

LANCASTER OFFICE
747 W. LANCASTER BLVD
LANCASTER, CA 93534
PHONE: (661) 723-3368
FAX: (661) 723-8307

VICTOR VALLEY OFFICE
14343 CIVIC DRIVE, 1ST FLOOR
VICTORVILLE, CA 92392
PHONE: (760) 843-8045
FAX: (760) 843-8396

Assembly California Legislature



SHARON RUNNER

ASSEMBLY MEMBER, THIRTY-SIXTH ASSEMBLY DISTRICT

COMMITTEES:

- VICE CHAIR, ARTS, ENTERTAINMENT, SPORTS, TOURISM & INTERNET MEDIA
- VETERANS AFFAIRS
- APPROPRIATIONS
- HOUSING & COMMUNITY DEVELOPMENT

SELECT COMMITTEES:

- ALCOHOL & DRUG ABUSE
- FOSTER CARE

WEBSITE:

WWW.ASSEMBLY.CA.GOV/RUNNER

April 15, 2008

Dear Prospective U.S. EB-5 Visa Investor:

We are very proud of the State of California and all it has to offer its residents and visitors. It is a great place to invest and build a future for you and your family. California is also home to one of the finest EB-5 regional centers, CMB Export, to help you in your goal of obtaining U.S. residency by investing within our State. CMB (which stands for California Military Bases) Regional Center consists of six former U.S. military bases.

The former McClellan Air Force Base, now the McClellan Business Park, Mather Air Force Base, now the Mather Commerce Center and the Army Depot, now known as Depot Park, are located in Sacramento County. In southern California where we live, the former March Air Force Base now the March Global Port, Norton Air Force Base, now the San Bernardino International Airport, and George Air Force Base now known as the Southern California Logistics Airport are located in the Inland Empire of San Bernardino and Riverside Counties. CMB is a strategic partner of the local governments in these areas to transform these once military facilities into modern state-of-the-art commercial and industrial centers.

CMB investments have a confirmed history, dating back to the mid-nineties of creating jobs in the Inland Empire. California welcomes the investment in our infrastructure thus creating economic development which leads to quality jobs for our citizens.

In the United States, and particularly California, foreign nationals can achieve the American Dream. Many successful people, including our own Governor Arnold Schwarzenegger are living proof of that truth. The EB-5 Visa Investment Program helps both our citizens and foreign nationals achieve that dream. We are hopeful that you will consider investing in California with the help of the CMB Export Federally-designated Regional Center.

Sincerely,

Sharon Runner
Assemblywoman, 36th District

George C. Runner, Jr.
Senator, 17th District



GOVERNOR ARNOLD SCHWARZENEGGER

May 2008

Dear friends,

I am writing to encourage you to consider California entirely – and enthusiastically – open for business. California is not just one of the 50 United States, but instead is the eighth largest economy in the world and generates more than 13 percent of the United States' total gross domestic product. We lead the nation in attracting foreign direct investment, research and development and venture capital investment.

California's dynamic economy is supported by an unrivaled, highly skilled labor force, global connections through more than 20 ports, and a large consumer market for high technology, biotechnology, food and agriculture, apparel and entertainment. Moreover, California is home to EB-5 regional centers approved and designated by the U.S. Department of Homeland Security for the purpose of attracting immigrant investor capital.

If you have any questions or if we can be of any assistance, please do not hesitate to call Mr. Garrett Ashley, the Undersecretary for International Trade and Investment at the California Business, Transportation and Housing Agency, at (916) 324-7510.

Sincerely,

A handwritten signature in black ink, appearing to read "Arnold Schwarzenegger".

Arnold Schwarzenegger

Congress of the United States

Washington, DC 20515

April 15, 2008

The Honorable Michael Chertoff
Secretary
U.S. Department of Homeland Security
Washington, D.C. 20528

Re: Former George Air Force Base, City of Victorville, California

Dear Secretary Chertoff:

As you may know, our offices are very supportive of economic development at the former George Air Force Base, which impacts both our Congressional districts. The base closure caused high unemployment in and around the City of Victorville. The current national unemployment rate is 4.6%, while the Victorville high desert area still lags behind with an unemployment rate above 6.9%. Therefore, we are encouraged to learn that the former base, now known as the Southern California Logistics Airport (SCLA), may have potential new sources of capital.

The city of Victorville is negotiating for an investment of more than \$100 million through CMB Export, LLC, which was designated a Regional Center in 1997 under the EB-5 Pilot Program. CMB has formed a new investment group called CMB Infrastructure Investment Group to bring foreign capital investment to areas affected by military base closures, and focus that capital on infrastructure funding. The city believes it can leverage this investment to support a \$1 billion initiative at SCLA. We've been told that the preliminary job projections for this project exceed 40,000 over the life of the project.

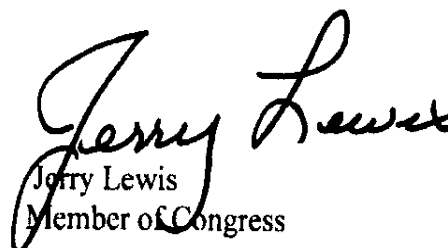
We believe such investment is vital to create jobs at the SCLA and support the economy of our districts and their residents. The approval of qualified EB-5 petitions will help ensure that our community will remain on its current path towards greater employment and economic growth for its residents. This is clearly supportive of the EB-5 Pilot Program, which is to assist communities that have demonstrated a greater need because of their high unemployment rates.

Thank you in advance for assistance in this important matter.

Sincerely,



Howard P. "Buck" McKeon
Member of Congress



Jerry Lewis
Member of Congress

cc: Dr. Emilio Gonzales, Director, United States Citizenship and Immigration Services
Mr. Maurice Berez, Chief Adjudications Officer, Investor and Regional Center Program
Mr. Terry E. Caldwell, Mayor, City of Victorville

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**EXHIBIT A
PARTNERS' NAMES, ADDRESSES, INITIAL CAPITAL
CONTRIBUTIONS, CAPITAL ACCOUNTS AND PERCENTAGE
INTERESTS**

CMB Investment Group A, L.P.

(b)(4)	<u>Name & Address</u>	<u>Units</u>	<u>Capital Contribution</u>	<u>Initial Capital Account</u>	<u>Percentage Interest</u>
	<u>General Partner:</u>				<div style="border: 2px solid black; width: 80px; height: 60px; margin: 0 auto;"></div>
	CMB Export LLC 4507 49 th Avenue Moline, IL 91719	0	\$0.00	\$0.00	
	<u>Limited Partners:</u>				

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Private Placement
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EXHIBIT B
LIMITED PARTNERSHIP AGREEMENT

EXHIBIT C
ESCROW AGREEMENT



CMB EXPORT LLC *A Federally-Designated Regional Center*

Midwest Executive Offices 4507 49th Avenue, Moline, Illinois 61265 Phone: 309-797-1500 Facsimile: 309-797-1655

January 10, 2007

Maurice Berez
U.S. Citizenship and Immigration Services
Chief Adjudications Officer
U.S. Department of Homeland Security
111 Massachusetts Ave. N.W. 3rd Fl. Ste. 3000
Washington, DC 20529

Dear Mr. Berez:

Thank you again for meeting with Mr. Stone, Mr. Hurley and myself on December 20th. As promised at that meeting I was to give you the following:

- Updated Business Plan for CMB Export
- Updated Summary of the Investment Terms in CMB Export
- Updated Economic Impact Analysis of the CMB project (using IMPLAN)

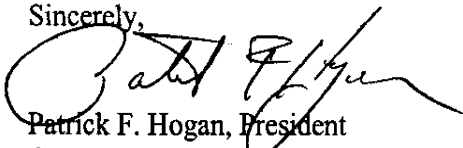
Please find enclosed the above information.

You stated that once you reviewed the updated information you would issue an updated approval letter of the CMB Export Regional Center.

I have had meetings with the principals of the IVDA who are anxiously awaiting the investment capital. Next week in California I will meet with several marketing firms who are planning on marketing the CMB Export Regional Center in Korea and China. This is all very exciting and as you pointed out the updated letter should help those marketing efforts.

I again thank you and have enclosed my contact information below if you need clarification on any issues.

Sincerely,


Patrick F. Hogan, President
CMB Export LLC

Office: 309-797-1500
Fax: 309-797-1655
Cell: 563-529-0982
pat@cmb5visa.com

Bill Hurley cell 773 793 7632

PH/lp
Enclosures



CMB EXPORT LLC *A Federally-Designated Regional Center*

Midwest Executive Offices 4507 49th Avenue, Moline, Illinois 61265 Phone: 309-797-1500 Facsimile: 309-797-1655

CMB INVESTMENT GROUP A, L.P. A CALIFORNIA LIMITED PARTNERSHIP

- **Consolidated Business Plan of CMB Export
A Federally-Designated Regional Center**
- **Summary of Investment Terms**
- **Updated Economic Impact Analysis**

January 10, 2007

General Partner - CMB Export, LLC A Federally-Designated Regional Center

Midwest Executive Offices
4507 49th Avenue, Moline, IL USA 61265
Telephone: 309-797-1500 Facsimile: 309-797-1655
URL: www.cmbeb5visa.com
Email: info@cmbeb5visa.com

California Mail Offices
Corona Professional Center
400 S. Ramona Avenue, Suite 212AA,
Corona, California, USA 9287

I. MISSION STATEMENT

The overall objective of CMB Export LLC ("CMB") is to provide qualified foreign nationals a reasonably safe and secure investment vehicle, whereby their investment in a CMB Export Limited Partnership will result in a permanent visa for our investor and his/her qualified family members. CMB's investment strategy is focused on meeting the requirements set forth by the United States Citizenship and Immigration Service ("USCIS") for immigrant investor visas and at the same time employing the invested capital to create jobs and economic growth within the scope of our Federally Designated Regional Center.

II. CMB EXPORT LLC

The 1993 Base Realignment and Closure Commission ("BRAC") recommended various military bases in the United States be closed or reduced. The recommendations were accepted by both Congress and the President. A total of 29 California bases were either closed or reduced. As a result California has lost more than 187,000 jobs or nearly 60% of all jobs lost nationally to base closures. Since 1993 there have been five separate announced Base Realignment and Closure recommendations. Those further BRAC announcements have caused tens of thousands of additional job losses in throughout the state.

In early 1998 CMB applied for and earned a Regional Center designation by the U.S. Immigration and Naturalization Service which is predecessor agency to the USCIS. The geographic scope of the Regional Center is centered around closed U.S. military bases in California, hence the acronym, "CMB" (California Military Base). There are six former military bases located in the area known as the "Inland Empire" in Southern California and the County of Sacramento in Northern California. CMB's specific focus is those former U.S. military base areas located in these two regions that have been affected by U.S. Base Realignment and Closure Commission specifically those former military bases identified in our Regional Center application and approval are: George AFB, Norton AFB, March AFB, McClellan AFB, the Sacramento Army Depot and the Mather AFB

CMB has accomplished much since the date of its founding while the business, legal and regulatory climate has continued to evolve. Yet the basic concept of CMB has not changed. CMB has continued to research and implement investments in those military bases in California associated with its Regional Center designation. CMB's broad goals are two fold:

- (i) to assist the California communities, which have experienced adverse economic effects due to federal military base closures, by making direct investments in private enterprises as well as public investments in state and local government economic development authorities charged with the redevelopment of the closed military bases located within the CMB Export Regional Center.
- (ii) to create and establish various limited partnerships that serve as an investment vehicle to make the above described investments that simultaneously provide the best opportunities for foreign nationals applying for an EB-5 visa with the

USCIS.

IVDA
Dev Agency

Inland valley
ev. corp.

Prior CMB Export investments have focused on the former Norton Air Force Base in San Bernardino California and its reuse authority the Inland Valley Development Agency ("IVDA"). CMB also made private sector investments in a Canadian Company called Poly-Pacific which relocated to California and created new jobs pursuant to negotiations with CMB. CMB investments have continued to evolve providing an operating history of the CMB regional center. The IVDA has documented job creation that resulted from this investment which they have entitled the "Mill Street Project". It is estimated that this project has generated over 1600 jobs to date and continues to be a factor in the ongoing economic development of the region.

III. THE INVESTMENT FOCUS

CMB has six former military bases in the geographic scope of its designated regional center. Phase I of our investment focus will center on the former Norton Air Force Base located in Riverside/San Bernardino in central California. This area is also known as the Inland Valley. CMB has a working history with the redevelopment authorities charged with the redevelopment of this former military base. (see above) It is the intention of CMB to fully fund the investment request of the IVDA and its sister agency the San Bernardino International Airport Authority ("SBIAA"). The IVDA has requested capital in the amount of \$38.1 million to fund various infrastructure projects.

\$38.1 million
to fund
IVDA
redevelopment

A. IVDA/SBIAA

The Inland Valley Development Agency is a joint powers authority comprised of the County of San Bernardino and the Cities of San Bernardino, Colton and Loma Linda. Formed in 1990, the IVDA is responsible for the redevelopment of the former Norton Air Force Base. The land use designations within the project area include: light and heavy industrial, office, commercial and residential. The IVDA development area map is attached here to as "Exhibit A".

actual
uses

Under the umbrella of the IVDA is the San Bernardino International Airport Authority, a joint powers authority comprised of the County of San Bernardino and the Cities of San Bernardino, Colton, Loma Linda and Highland. Formed in 1992, the SBIAA Commission oversees the aviation portion of the former Norton Air Force Base of approximately 1300 acres.

working
focus

The San Bernardino International Airport ("SBIA") is marketing itself as a second cargo airport in the Inland Empire as well as regional commercial aviation facility. Its primary success will depend upon the efforts of the IVDA and the SBIAA. These regional development agencies are empowered to actively work with other jurisdictions and private sector firms to provide the needed investment and support structures that will generate economic growth. The IVDA and the SBIAA have several projects in the planning phase that will create this needed economic growth and create new jobs.

why IVDA + SBIAA
as a public
agency

The goal of the IVDA and SBIA is to generate both short and long term business enterprises yielding significant job creation. Increased business activity will offset the adverse economic impact that closure of the Base has had on the surrounding communities. The mission of the

Airport is to be a public, mixed-use, financially self-sustaining commercial service airport to serve the Southern California area over the life of the facility in the following respects: a.) as a regional airport for domestic and international air service; and b.) as a regional industrial trade center. The IVDA and SBIA's goals are ambitious: a.) generate employment opportunities; b.) develop domestic and international commercial air carrier service; c.) develop reuse of specialized facilities; d.) attract aviation and transportation dependent industries; and e.) take a leadership position in promoting development of the San Bernardino-Riverside area.

IVDA/SBIA
PLANS
GOALS

The IVDA and SBIA are poised to play a major role in the development of the air service market in Southern California. The combined agencies have the capacity to provide regional air traffic for domestic and international air service, both commercial and cargo, along with the necessary support for major and smaller carriers. In fact, in 2005 the SBIA issued updated reports of the Airport Master Plan and the final Terminal Space-Needs Study completed in early 2006. Both reports show evidence of an ambitious plan for the Airport and surrounding areas formulated by the IVDA and the SBIAA working jointly. The Airport Master Plan lays out a nine-point capital improvement plan. This plan calls for the extension and widening of airport runways and taxiways, lighting improvements, the addition of a heliport, acquisition of airport fire fighting vehicles, upgrading airfield markings, the construction of a terminal access roadway system, and the development of a new passenger terminal including new gates and parking facilities. It is the intention of CMB Export to be a partner with the IVDA in its efforts to be an engine for economic development and jobs.

ie
Airport
MASTER
PLAN

IV. BRIEF PROJECT DESCRIPTION

There are five separate sub-projects related to master reuse plan of the former Norton Air Force Base (now known as the San Bernardino International Airport). The IVDA and the SBIA have made a request for CMB to invest \$38.1 million for the financing of these projects over the next 12 months:

5 projects =
38.1 million

1. Construction of Hard Cap Airport Land Fill Property (\$3.5 million) ✓
2. Construction of Airport Maintenance Facility (\$2 million) ✓
3. Road improvement projects.
 - a) \$4 million in matching fund, 1-10 ratio thus enabling a \$44 million dollar road works project.
 - b) Central Avenue project costs to improve this road are \$5.2 million. Bid advertisement will be in January 2007.
 - c) Stater Bros. access road in the spring of 2007, cost \$3.8 million.
 - d) Lena Road/Central Avenue project, construction is June 2007 with a cost of \$3.6 million.

5/16.6 mil

Funds to begin the first phase of the remodeling and equipping the Airport Terminal to current TSA standards (\$15 million).

Other grant matching funds to rehabilitate hangars and interior road and

38.1 Project Total

infrastructure systems to accommodate new development (\$1 million).

The timeline for funding the various projects is dependant upon two criteria. The ability of CMB to raise the needed capital and the priority of each project as outlined by the IVDA. As of the first quarter of 2007 the projects that are priority are:

- The hard cap project (currently out to bid).
- Central Avenue Project (spring 2007).
- Stater Bros. access road (spring 2007).
- The remaining projects are anticipated to begin in 2007 depending on the ability of CMB to raise the appropriate capital.

Projects

A. HARD CAP

The expansion of the former military base as a warehouse and distribution center has fostered the requirement for a staging area for the multitude of trucks servicing this distribution complex. The hard cap is a vital requirement for future expansion including bringing the Stater Bros. distribution complex to the IVDA. This project involves utilizing land on the military base that is unavailable for construction of buildings. This is the site of the former military base landfill. The plan is to hard cap the area to allow for a staging area for the large number of trucks servicing the warehouse developments on the airport property. The first CMB investment in 1998 provided the road improvements for the eventual locating of major retailers' warehousing and distribution facilities on the former Norton Air Force Base. Today, Kohl's western distribution warehouse (employing over 500), Pep Boys, Mattel, and Medline Industries and the anticipated Stater Bros. project will be serviced by the facility. This hard cap area will allow for further warehouse growth and shipping activities thus creating more job growth. This job growth will be in both trucking and increased warehouse activity thus new jobs. Additionally it is fulfilling another requirement to bring the massive Stater Bros. facility to Norton. It will also result in an income stream to the IVDA on previously unused limited use land.

B. AIRPORT MAINTENANCE FACILITY

In order to bring Stater Bros. distribution and central office complex to the IVDA the existing airport maintenance facility will have to be relocated. Since the airport will lose its existing maintenance facility to make room for the new Stater Bros. office and distribution complex, a new facility will have to be built. This new facility will employ the various airport building, grounds and mechanic maintenance personnel. New jobs are expected with the increase in the airport expansion, as well as insuring that the required real estate is available for the Stater Bros. project.

C. MATCHING FUNDS FOR ROAD IMPROVEMENTS

1.) The IVDA has applied for matching federal grants to improve existing former military base roads. This improvement is expected to open parcels of land for future development. This is a larger project than the first Mill Street road improvement project. Typically the matching funds component of the IVDA (\$4 million (10%) and the anticipated \$40 million federal grant will

\$3.5m
staging area
for trucks
at Norton
distribution
complex

\$2 m/1

\$16.6 m/1

result in hundreds of new jobs especially when the \$70 million Goods Gateway project is completed. 2.) The Central Avenue Road Project from Valley View Avenue to Mountain View Bridge. The costs to improve this road to its ultimate width are \$5.2 million. Bid advertisement will be in January 2007. 3.) The agreement to bring Stater Bros. office and new expanded warehouse/distribution center calls for an access road. This access road will be Tippecanoe Avenue from Mill Street to the Santa Ana River, and will begin in spring of 2007 This road's estimated cost is \$3.8 million. This road will be the access road to the Stater Bros. facility, expected to bring 2000 jobs to the former military base. 4.) Lena Road Project from Central Avenue to Orange Show Road. This is currently under design and will begin construction in June 2007 with an estimated cost of \$3.6 million.

Stater Bros agreement

4 mi
5.2 mil
3.8
3.6

16.6 mil

D. THE AIRPORT TERMINAL PROJECT

The airport terminal project is outlined in an approximate 50 page study compiled in 2005 with the final study finished in early 2006. This report provides an analysis of the potentially required improvements for passenger terminal facilities and takes into consideration the existing and forecasted needs. The report breaks the improvements into three phases. The first phase requires \$15 million for the airport terminal project is only phase one of the three phases. It is the intention of the airport authority to foster regional passenger traffic. The terminal upgrade will promote economic growth throughout the Inland Empire and undoubtedly will increase job growth. The upgrade of the facilities is mandated by the FAA for regional passenger growth. It is the intention of CMB Export to continue to work with the IVDA to fund all three phases of the terminal improvement project.

15 mil

E. OTHER MATCHING FUNDS (ONE MILLION)

\$1 million is requested for state and federal matching funds to rehabilitate existing airplane hangars. Additionally, some funds would be used to upgrade interior road improvements. The airport and terminal projects are linked in that the expected regional passenger activity is dependant upon hanger facilities and usable roads. This will further foster job growth and economic activity in the area. Seed money for federal grants allows a small amount of outside investment to be multiplied thus multiplying the economic impact and job growth.

1 mil

V. INVESTMENT TERMS

Unit price → \$500
 Subscr price → \$25k

Upon tendering their subscription price (the "Subscription Price") investors will acquire an interest as limited partner in CMB Investment Group A, L.P. CMB Export LLC serves as the general partner. The Subscription Price is \$525,000 per investor. The Subscription Price is the sum of the price per unit of \$500,000 (the "Unit Price"), which shall constitute a capital contribution to the Partnership, and a syndication fee of \$25,000 per unit (the "Syndication Fee"). The Syndication Fee amount shall not constitute a capital contribution. The Syndication Fee is a fee to pay the upfront expenses associated with an investor entering the partnership. This fee covers such things as document creation and preparation for both the investor-partnership relationship and a share of legal paperwork associated with the eventual investment with the IVDA. Such additional expenses include the fees to cover the partnership legal fees, a prorated share of marketing expenses, escrow fees, finder fees, other professional expenses and

Fees
 \$500/unit
 \$25k fees

\$25k

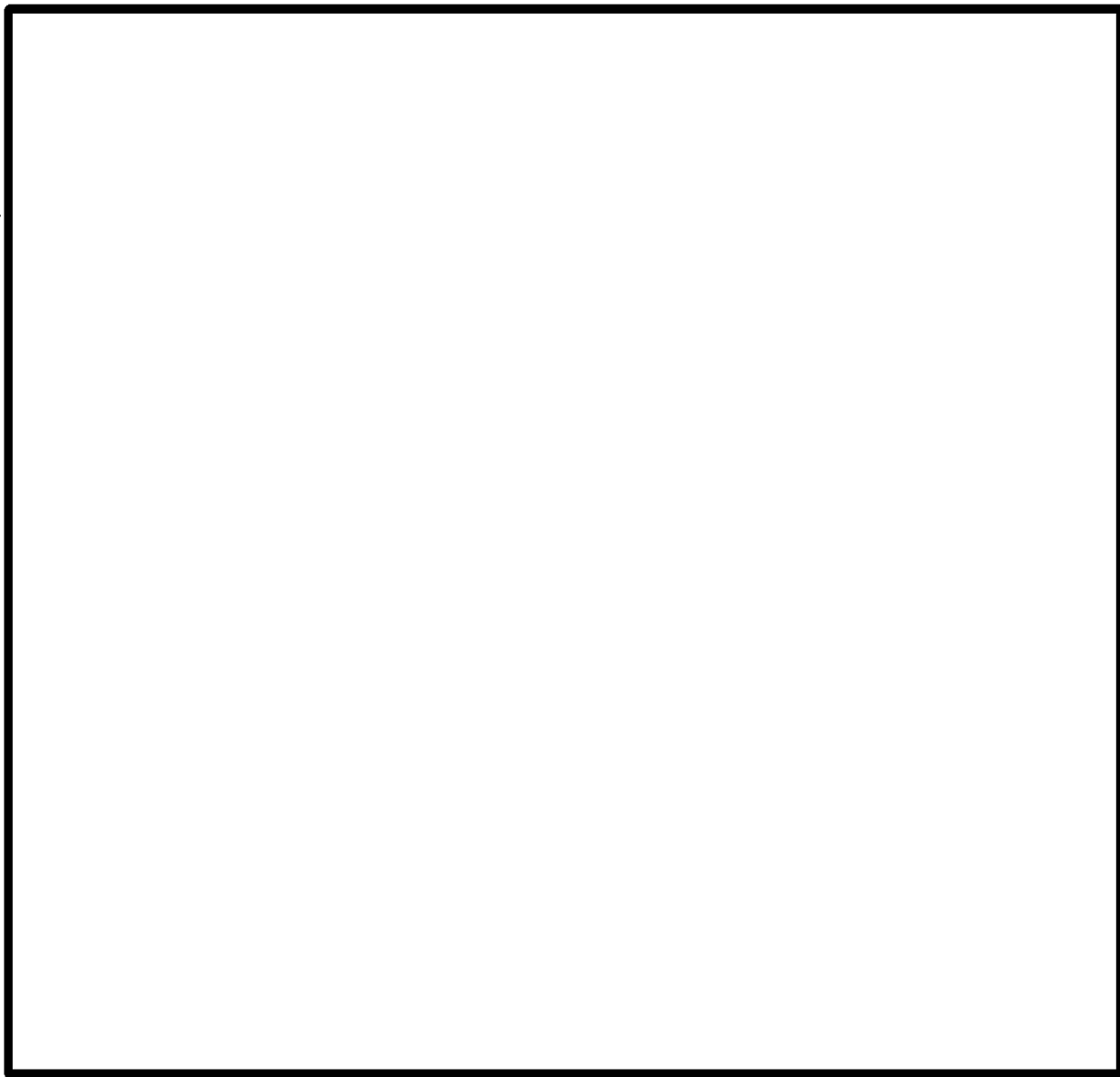
company personnel and administrative expenses. The fee is structured such that the entire \$500,000 can be utilized for job creating activities and not expenses.

The Subscription Price paid by each subscriber will be deposited into an escrow account established by the Partnership at a commercial bank. In general, if the USCIS approves a subscriber's I-526 Petition, the subscriber will be admitted as a limited partner of the partnership and the Unit Price deposited into the escrow account by such subscriber will be released to the Partnership. The Syndication Fee including interest accrued on the Subscription Price will be paid to the general partner. If a clients I-526 petition is denied the entire Subscription Price is returned.

1526 approved
admitted as a LP
released to partnership
ref if
156 Denied

fee
\$117,000
I-526
unit price
escrow
will be
released to
partnership

then GP
assesses
dispenses
to many
projects
as a loan
to MVA



(b)(4)

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6/17/10
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VI. ECONOMIC IMPACT ANALYSIS

A. METHODOLOGY

A full economic impact assessment of the project will be conducted by CMB's economic experts, R.A. Wiedemann & Associates. They strongly recommend using the IMPLAN (Impact Analysis for Planning) model over the RIMS II model. IMPLAN was developed by the USDA Forest Service in the mid -1970's for community impact analysis. The current IMPLAN input-output database and model is maintained and sold by the Minnesota IMPLAN Group. Over 1,500 clients across the country use the IMPLAN model, making the results acceptable in inter-agency analysis. The National Technical Support Centers are supporting usage of IMPLAN throughout the United States. They have provided IMPLAN training and models to each state and have available all 50 state and 3,000 country datasets. The IMPLAN software can combine any combination of counties and states into one study area. IMPLAN provides a complete picture of the economy, i.e. the full input-output table showing the sales/purchases linkages among all the sectors, and provides information on the distribution of the ripple effects across sectors. An IMPLAN analysis of the projected projects is attached hereto as "Exhibit A".

IMPLA

B. THE EXPERTS

Randal A. Wiedemann, Principal, R.A. Wiedemann & Associates, Ltd.

Web: www.rawiedemann.com

R.A. Wiedemann & Associates is a leading edge firm specializing in aviation planning, aviation specific marketing and economic impact analysis. R.A. Wiedemann & Associates employs national and international experts who specialize in a variety of aviation specific disciplines. This specialized expertise can be brought to bear on projects ranging from small general aviation airports to national aviation system plans. In this manner, objective solutions to complex planning problems can be reached, maximizing a client's ability to deal with these challenges.

R.A. Wiedemann & Associates provides clients with the latest in economic impact analyses techniques and studies. Using the international expertise of Dr. Geoffrey J.D. Hewings, this portion of the business examines the direct, indirect, and induced impacts associated with airport development and improvement. R.A. Wiedemann & Associates uses the IMPLAN Input-Output Modeling System to measure specific and comparative economic impacts of airport development projects. IMPLAN not only quantifies the jobs, income, and output of various enterprises, it also assesses the tax impact for local, state, and federal revenues. Because Dr. Hewings is a Special Sworn Agent of the U.S. Census Bureau, R.A. Wiedemann & Associates has access to the U.S. Census Bureau's establishment level data for businesses and manufacturing companies. As a result, we can offer clients real world estimates of economic impact that can be defended/promoted in either positive or negative public forums. In addition to economic impact studies, Dr. Hewings has completed complex economic studies for the U.S. Department of Commerce, the U.S. Department of Transportation, and the Federal Reserve Bank of Chicago. Dr. Hewings has also conducted numerous international and domestic studies of the consequences of various investment decisions. Among these have been studies to determine the economic impacts of entire systems of airports (New Jersey and Delaware), and completed a study to determine the economic impacts of the closure of Chanute Air Force Base in Illinois. Examples of R.A. Wiedemann & Associates economic impact assessment experience are described below:

● ***Studies Pertaining to Military Base Closures***

Economic Impact Analysis of Chanute AFB Closure: 1989: Using the Economic Impact Forecast System (EIFS) developed by U.S. Army Construction Engineering Research Laboratory (CERL), a comparative analysis was successfully completed by Dr. Hewings of the impacts of closure of the Chanute Base in Rantoul, Illinois. The study involved a survey of local businesses, professionals, and community leaders in order to gauge the anticipated economic decline by those most likely to be impacted by the closure.

● ***Statewide Studies Pertaining to Aviation***

- New York Statewide Economic Impact Assessment: 2003
- Delaware Aviation Economic Impact Assessment: 1991, 2001
- New Jersey Statewide Aviation System Plan: 1992
- New York State Aviation Activity Forecasts Study: 1992

● ***Airport-Specific Studies***

- Millington Regional Jetport, TN: 2005
- New Castle Airport, DE: 2005
- Summit Airport, DE: 2005
- Maury County Regional Airport, TN: 2004
- St. Mary's County, MD: 2004
- Dunkirk, NY: 2001
- Oneonta Airport, NY: 2001
- Binghamton Regional Airport: 1997
- DuPage Airport (Chicago area): 1996
- Pennridge Airport (PA): 1994
- Niagara Falls International Airport: 1993
- Millville Municipal Airport: 1996
- Kupper Airport (NJ): 1996
- Kenton County Site Selection Study (KY): 1993
- Whitley County Economic Impact Assessment (KY): 1991

C

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EXHIBIT A

UPDATED 2007

**ECONOMIC AND JOB IMPACT
ANALYSIS**

OF THE

CMB EXPORT REGIONAL CENTER

(b)(4)

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(b)(4)



STONE & GRZEGOREK LLP

800 Wilshire Boulevard, Suite 350
Los Angeles CA 90017
tel 213 627 8997 fax 213 627 8998
www.lskglaw.com

September 12, 2006

SEP 13 REC'D 2006

Sent via Express Mail

Mr. Maurice R. Berez
Chief Adjudications Officer
Investor and Regional Center Unit
U.S. Citizenship and Immigration Services
20 Massachusetts Avenue, NW (3rd Floor)
Washington, DC 20529

Re: *CMB Export LLC*

Dear Mr. Berez:

Please find herein the response of CMB Export LLC to your letter dated July 14, 2006. In particular, please find the following:

1. Letter of CMB Export LLC, Response to Request for Compliance Information
2. Letter of U.S. Immigration and Naturalization Service, dated August 15, 1997, approving CMB Export LLC as regional center
3. Brochure of CMB Export LLC, August 2006
4. Letters in support of CMB Export LLC
 - U.S. Rep. Joe Baca
 - Inland Valley Development Agency letters
5. Excerpts from regional studies -- San Bernardino International Airport Passenger Terminal - Needs Study; IVDA Goods Movement Study Capital Programming Plan
6. Example of employment impacts analysis -- Report of Dr. John E. Husing

Should you require further information, please do not hesitate to contact me.

Sincerely,

STONE & GRZEGOREK LLP

LINCOLN STONE

LS:cdr
Enclosures
cc: Patrick F. Hogan



CMB EXPORT LLC

A FEDERALLY-DESIGNATED REGIONAL CENTER

Corona Professional Center • 400 S. Ramona Avenue • Suite 212AA • Corona • CA • 91719 • USA

September 12, 2006

Mr. Maurice R. Berez
Chief Adjudications Officer
Investor and Regional Center Unit
U.S. Citizenship and Immigration Services
20 Massachusetts Avenue, NW (2nd Floor)
Washington, DC 20529

Re: **Response to Request for Compliance Information**

Dear Mr. Berez:

CMB Export LLC hereby responds to the request for compliance information made in your letter dated July 14, 2006. As you know, the U.S. Immigration and Naturalization Service ("INS") designated CMB Export LLC as a Regional Center within the Immigrant Investment Pilot Program on August 15, 1997. The application for designation as a Regional Center was designed to aid the economic regions adversely impacted by closure of federal military bases in the 1990s.

CMB Export LLC was initially successful in raising capital for investment projects at the former Norton Air Force Base in San Bernardino, California. However, the interruption of the Pilot Program the INS caused in 1998 and thereafter severely curtailed further activities of CMB Export LLC. More recently, with the resumption of the Pilot Program in the past year, CMB Export LLC has also resumed its participation in the Pilot Program, as will be described below in more detail.

We provide the following information in response to your letter of July 14, 2006:

I. Questions 1 through 7.

CMB Export LLC was successful in raising capital from 26 immigrant investors following the approval of the Regional Center in 1997. The name and nationality of each immigrant investor is indicated in the Chart attached as Attachment A. (We have not retained the dates of birth for these investors.) Each of the 26 immigrant investors filed the I-526 petition with the INS.

(b)(4) The total deposited capital by the 26 investors was The Chart at Attachment A includes a column indicating the deposit made by each of the investors.

Response to 7/06

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U.S. Department of Justice
Immigration and Naturalization Service

HQ 70/8.5-C

*Reg. Ctr.
Approval Ltr.*

425 I Street NW.
Washington, DC 20536

AUG 15 1997

CMB Export LLC
c/o Corona Professional Center
400 S. Ramona Avenue, Suite 212AA
Corona, AC 91719

RE: Application for Designation as a Regional Center for CMB
Export LLC

Dear Sirs:

Pursuant to Section 610 of the Appropriations Act of 1993, CMB Export LLC has been designated as a regional center to participate in the Immigrant Investor Pilot Program. As of this date, aliens seeking immigrant visas through the Immigrant Investor Pilot Program may file individual petitions with the Immigration and Naturalization Service (Service) for new commercial enterprises located within the CMB Export LLC development area which is related to former military bases located in the counties of Sacramento, San Bernadino and Riverside, California.

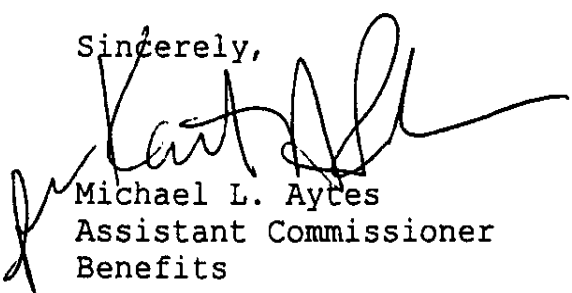
Alien entrepreneurs who file petitions for commercial enterprises located in former military bases in the referenced, designated counties must fulfill all of the requirements set forth in 8 CFR 204.6, except that the petition need not show that the new commercial enterprise hired ten new employees as a result of the alien entrepreneur's investment. The petition may contain evidence that the investment indirectly created or will create full-time positions for not fewer than ten persons, using economically or statistically valid methodologies as described in 8 CFR 204.6(j)(4)(iii), through revenues generated from increased exports resulting from the Pilot Program.

The designation by the Service of CMB Export LLC as a regional center does not reflect any determination by the Service on the merits of individual petitions filed by alien entrepreneurs under the Investor Pilot Program. All petitions for alien entrepreneurs who invest within the regional center will be adjudicated by the Service on a case-by-case basis and each petition must be fully documented. The individual petitions must be submitted to the California Service Center.

Page 2
CMB Export LLC

If you have any questions concerning CMB Export LLC's designation under the Immigrant Investor Pilot Program, please contact (b)(6) Katherine Lorr at [REDACTED]

Sincerely,



Michael L. Aytes
Assistant Commissioner
Benefits



CMB EXPORT LLC

A Federally-Designated Regional Center

IRS Circular 230 Disclosure:

To ensure compliance with requirements imposed by the IRS, we inform you that any U.S. tax advice contained in this communication (including any attachments) is not intended or written to be used, and cannot be used, for the purpose of (i) avoiding penalties under the Internal Revenue Code, or (ii) promoting, marketing or recommending to another party any matters addressed herein.

IN MAKING AN INVESTMENT DECISION, INVESTORS MUST RELY ON THEIR OWN EXAMINATION OF THE BUSINESS OPPORTUNITY TO BE DESCRIBED IN A PRIVATE PLACEMENT MEMORANDUM AND THE TERMS PROPOSED, INCLUDING THE MERITS AND RISKS INVOLVED. THE COMPANY RECOMMENDS THAT QUALIFIED, PROSPECTIVE INVESTORS THOROUGHLY INVESTIGATE THIS OPPORTUNITY IN ITS ENTIRETY, INCLUDING CONDUCT OF SUCH DUE DILIGENCE INVESTIGATIONS AS THE QUALIFIED, PROSPECTIVE INVESTOR MAY DEEM APPROPRIATE, BEFORE MAKING AN INVESTMENT DECISION. THIS MATERIAL IS NOT TO BE CONSTRUED AS A COMPLETE PRESENTATION OF THE OPPORTUNITY. THIS MATERIAL IS TO BE CONSIDERED ONLY A GENERAL DESCRIPTION OF THE BUSINESS OPPORTUNITY AND THE INVESTOR MUST RELY ON HIS EXAMINATION OF OFFERING MATERIALS, INCLUDING A LIMITED PARTNERSHIP AGREEMENT, A SUBSCRIPTION AGREEMENT AND A PRIVATE PLACEMENT MEMORANDUM (COLLECTIVELY, THE "INVESTOR OFFERING MATERIALS").

THE SECURITIES TO BE OFFERED IN CONNECTION WITH THE INVESTOR OFFERING MATERIALS WILL NOT BE REGISTERED UNDER THE SECURITIES ACT OF 1933, AS AMENDED (THE "SECURITIES ACT"), OR REGISTERED OR QUALIFIED UNDER THE SECURITIES LAWS OF ANY STATE. FURTHER, SUCH SECURITIES WILL NOT BE PERMITTED TO BE OFFERED OR SOLD IN THE UNITED STATES OR TO "U.S. PERSONS" (AS SUCH TERM IS DEFINED IN REGULATION S, PROMULGATED UNDER THE SECURITIES ACT) UNLESS THE SECURITIES ARE REGISTERED UNDER THE SECURITIES ACT, OR AN EXEMPTION FROM THE REGISTRATION REQUIREMENTS OF THE SECURITIES ACT IS AVAILABLE.

THE FOLLOWING SUMMARY IS NOT INTENDED TO BE AND DOES NOT CONSTITUTE AN OFFER TO SELL OR THE SALE OF ANY SECURITIES. ANY SUCH OFFER OF SECURITIES SHALL ONLY BE MADE IN CONNECTION WITH INVESTOR OFFERING MATERIALS, AND THE FOLLOWING SUMMARY IS NOT INTENDED TO REPLACE AND MUST BE READ IN CONNECTION WITH THE INVESTOR OFFERING MATERIALS.

THE PROJECTIONS SET FORTH HEREIN, IF ANY, HAVE BEEN PREPARED ON THE BASIS OF CERTAIN ASSUMPTIONS AND HYPOTHESES, WHICH MAY PROVE TO BE INCORRECT. FUTURE OPERATING RESULTS ARE IMPOSSIBLE TO PREDICT AND NO REPRESENTATION OF ANY KIND IS MADE RESPECTING THE FUTURE ACCURACY OR COMPLETENESS OF THE PROJECTIONS. EACH POTENTIAL INVESTOR SHOULD CONSULT HIS OR HER PERSONAL ACCOUNTANT AND OTHER ADVISORS AS TO THE TAX, ECONOMIC AND OTHER CONSEQUENCES OF THE PROPOSED INVESTMENT DESCRIBED IN THE PROJECTIONS AND ITS SUITABILITY FOR THE POTENTIAL INVESTOR.

MISSION STATEMENT

The overall objective of CMB export LLC is to provide qualified foreign nationals a reasonably safe and secure investment vehicle, whereby their investment in a CMB Export Limited Partnership will result in a permanent visa for our investor and his/her qualified family members. CMB's investment strategy is focused on meeting the requirements set forth by the United States Citizenship and Immigration Service (USCIS) for immigrant investor visas and at the same time employing the invested capital to create jobs and economic growth within the scope of our Federally Designated Regional Center.



IMMIGRATION ACT

The immigration act of 1990 provides immigrants who make qualifying investments in a United States "commercial enterprise" a permanent residency visa for themselves, their spouses, and their minor children under age 21. Furthermore, the United States Congress established a pilot program whereby an economic unit, public or private, may apply to be designated as a Federal Regional Center. A Federally designated regional center is allowed to invest foreign national capital with a much broader scope. The United States Congress has voted several times to extend this pilot program. The program will continue through 2008 and we expect congress will again extend the program.

sec

BENEFITS OF PERMANENT RESIDENCY

The benefits of permanent residency in the United States go far beyond economic and political stability.

- Foreign nationals who obtain a permanent visa can enjoy all the benefits of any other United States resident.
- The visa creates ease of access to the United States for trade or business.
- The visa holder is entitled to attend public schools including enrollment in colleges and universities. If attending the home state university significant cost savings are obtained.
- The health programs of the United States Government are also available including Social Security.
- Once the permanent visa is obtained there is no renewal or re-application required. The new immigrant may locate anywhere within the United States without restrictions.

The United States and its territories with its natural geographic and cultural diversity provide broad opportunities for a superior standard of living, variety of climates and a safe harbor for both the investor and his/her family.

INVESTOR QUALIFICATION CRITERIA

An immigrant investor must meet several requirements to qualify for a permanent visa (green card). Some of the very basic requirements are:

- Investment funds are from a lawful source
- Investment will make a positive impact
- Investment has or will create jobs
- Investment funds must be at risk
- The investment amount is \$1 million or \$500,000 in the case of a high unemployment area or rural area.

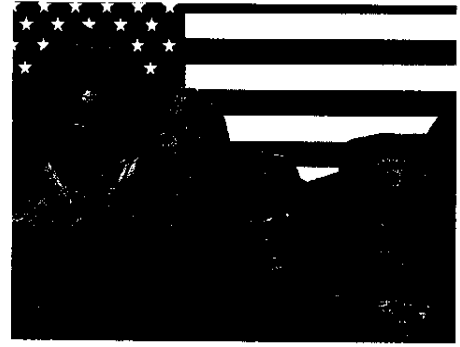
There are no other requirements such as age, nationality, work experience, or entrepreneur achievements.

WHAT IS CMB EXPORT LLC

CMB Export LLC is a California based company formed to foster economic growth in various California former military bases located in California. The 1993 base realignment and closure commission recommended various military bases in the United States be closed or reduced. The recommendations were accepted by both Congress and the President. A total of 29 California bases were either closed or reduced. As a result California has lost more than 187,000 jobs or nearly 60% of all jobs lost nationally to base closures. Since 1993 there have been five separate announced Base Realignment And Closure ("BRAC") recommendations. Those further BRAC announcements have caused tens of thousands of additional job losses.

CMB Export LLC ("CMB") was established in the State of California in 1997. CMB's founder, Patrick F. Hogan, is a highly effective and successful investor, business manager and entrepreneur with over thirty years experience. He has launched several highly profitable business enterprises in a number of different market sectors.

In early 1998 CMB applied for and earned a Regional Center designation by the U.S. Immigration and Nationalization Service which is predecessor agency to the U.S. Citizenship and Immigration Service ("USCIS"). The geographic scope of the Regional Center is centered around closed U.S. military bases in California, hence the acronym, "CMB" (California Military Base). There are five former military bases located in the area known as the "Inland Empire" in Southern California and the County of Sacramento in Northern California. CMB's specific focus is those former U.S. military base areas located in these two regions that have been affected by U.S. Base Realignment and Closure Commission.



CMB has accomplished much since the date of its founding while the business, legal and regulatory climate has continued to evolve. Yet the basic concept of CMB has not changed. CMB has continued to research and implement investments in those military bases in California associated with its Regional Center designation. CMB's broad goals are two fold:



- (i) to assist the California communities, which have experienced adverse economic effects due to federal military base closures, by making direct investments in private enterprises as well as public investments in state and local government economic development authorities charged with the redevelopment of the closed military bases located within the CMB Export Regional Center.
- (ii) to create and establish various limited partnerships that serve as an investment vehicle to make the above described investments that simultaneously provide the best opportunities for foreign nationals applying for an EB-5 visa with the USCIS.

WHAT ADVANTAGES DOES A REGIONAL CENTER HAVE OVER OTHER IMMIGRANT INVESTOR PROGRAMS?

The overall plan of a Regional Center is considered before an applicant is approved by the Immigration and Naturalization Service. Regional Center designation provides a reasonable assurance the business plan will meet the Immigration Act objectives if the submitted business plan is followed.

Also a regional center is given greater leeway within the law to use both direct and indirect job creation. Furthermore, "reasonable methodologies" may be used to prove such growth.

The entire regional center is considered when proving job growth. A particular project may not create the desired job growth yet another may create more than its ten per investor. We are allowed to look at the entire Regional Center job growth not just a single project.

In contrast, other immigrant investor programs (those which are not Regional Centers) are restricted to particular projects for proof of job growth.

WHAT IS THE CMB PLAN?

CMB Export fully recognizes the need to make wise and prudent investments. Our main focus for the foreign national investor has always been simple. We have concentrated on two investment principals:

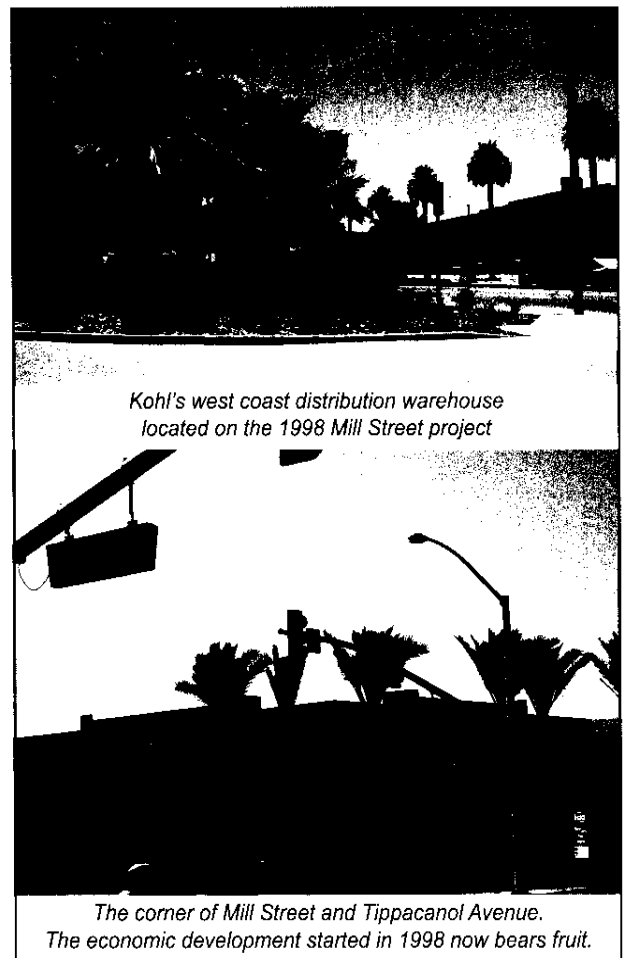
- to structure our investment such that it qualifies our foreign national investor's for a permanent EB-5 investor visa; and
- to invest our Foreign National investor's funds in as safe an investment that can be found such that the return of their basic principal is highly likely.

CMB Export expects to develop a number of limited partnerships with foreign national investors. CMB Export, serving as the General Partner of the investment partnership, reviews and analyzes several investment projects to determine if they meet the tough criteria and stated objectives for its investments. Our objectives for every investment are well defined and outlined in the Subscription Agreement, Limited Partnership Agreement, and the Confidential Private Placement Memorandum.

Below are two examples of prior successful CMB investment projects:

The first example was initiated in August of 1998 and consisted of a direct public sector investment to a governmental agency, the Inland Valley Development Agency ("IVDA") in the amount of \$650,000.00. The IVDA is the agency charged with the redevelopment of the former Norton AFB, now named the San Bernardino International Airport ("SBIA"). This capital was utilized by the IVDA to fund projects in the area of infrastructure improvement. The IVDA used the funds to widen and improve a main roadway through and around the former military base. The IVDA stated that this infusement capital, referred to as the "Mill Street Project" lead the way to the development of several base land parcels both commercial and industrial. The initial estimates for this development indicated a creation of over 500 jobs, but today the reality appears that well over one thousand new jobs were created by the Mill Street Project. See the attached copy of a letter from the IVDA discussing the related job creation.

One of the features of this type of investment is simply that the money invested with the IVDA allowed the agency to fund its portion of a match grant. Simply stated, the \$650,000 capital invested was the "seed" money for millions of dollars of grant funds used to widen a road such that the land parcels could be used by the new businesses relocating to the former base. CMB successfully used its investment to "multiply" the funds available to the IVDA for development. The eventual outcome of this



relatively small amount of investment capital was the generation of over a thousand new jobs.

The second example consisted of a CMB private sector investment of \$2 million in a company called Poly-Pacific International, Inc. ("Poly-Pacific"). Poly-Pacific, a Canadian company, is involved in the manufacturing of plastic blasting media. CMB negotiated with this company to move its manufacturing facility from Canada to California. As a result of CMB's efforts, Poly-Pacific moved into the state of California creating new American manufacturing jobs.

CMB Export plans to build upon this past experience and model the new investment programs after its successful approach. CMB will research and find investment opportunities that meet the following strategic objectives:

- Structured such that they meet all of the USCIS regulations guidelines.
- Offer a respectable return on investment with a minimum of risk.
- Create jobs in compliance with the USCIS requirement of ten jobs per investor.
- Capital will be invested within the geographic scope of the Regional Center and will have a minimum capital commitment of \$525,000.00 per investor.
- Gain the support of all levels of government including regional development authorities and state and federal agencies.
- Investments will have both private and public sector components to maximize job creation and ensure compliance with USCIS Regulations.
- Work with local redevelopment agencies to improve the infrastructure and place capital investment in areas formerly neglected by private enterprise.
- Provide long lasting positive economic impact on communities in and around the former military bases within the geographic scope of the CMB regional center.

CMB is actively engaged in finding additional investment opportunities at each of the former military bases within the boundaries of the CMB Regional Center. There are several projects under the various stages of the due diligence process. This complex process must be completed in order to ensure our investments meet the two above-stated investing principles of CMB. CMB will begin to focus on the former Norton Air Force Base now named the San Bernardino International Airport (SBIA) which is associated with the IVDA. The IVDA is seeking up to twenty-five million dollars for a number of airport improvement projects. These include improving existing facilities at the SBIA as well the construction of new airport facilities including the following specific projects totaling \$25.5 million in requested funds. It is the plan of CMB to fully fund the requested capital to the IVDA by a series of low interest loans.

HARD CAP

This project involves utilizing land on the military base that is unavailable for construction of the building. This is the site of the former military base landfill. The plan is to "hard cap" the area to allow for a staging area for the multitude of trucks servicing the warehouse developments on the base. This hard cap area will allow for further warehouse and shipping activities

thus creating a need for job growth. This job growth will be in both trucking and increased warehouse activity thus new warehouse related jobs. It will also result in an income stream to the IVDA on otherwise useless land.

THE AIRPORT TERMINAL PROJECT

The \$15 million for the airport terminal project is only phase one of three phases. It is the intention of the airport authority to foster regional passenger traffic. The terminal upgrade will promote economic growth throughout the Inland Empire and undoubtedly will increase job growth.

AIRPORT MAINTENANCE FACILITY

The airport has lost its maintenance facility due to the expansion of the new warehouse building activity. This new facility will employ the various airport maintenance personnel and will assist in the future growth of the airport.

MATCHING FUNDS FOR ROAD IMPROVEMENTS

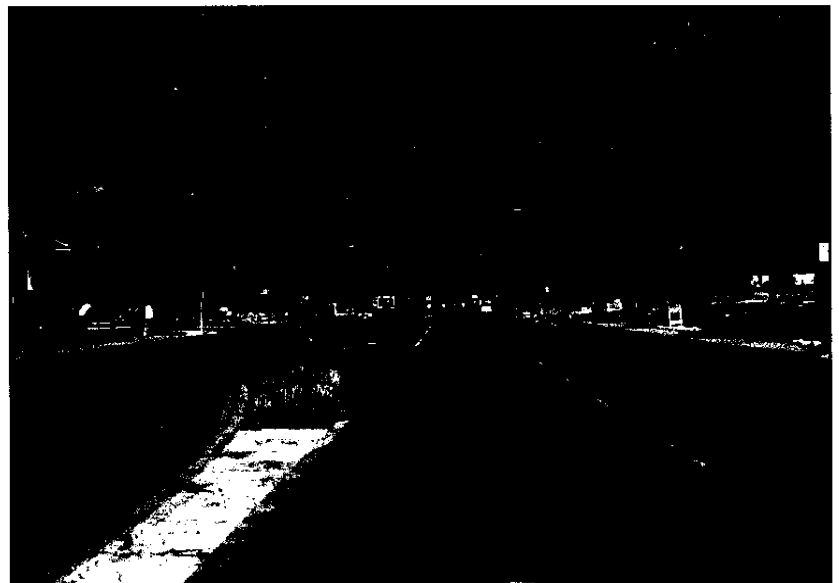
The IVDA has applied for a matching federal grant to improve existing former military base roads. This improvement is expected to open parcels of land for future development. This is a larger project than the first Mill Street road improvement project. Typically the matching funds component of the IVDA \$4 million (10%) and the anticipated \$40 million federal grant will result in hundreds of new jobs especially when the \$70 million Goods Gateway project is completed.

The IVDA also has a need for funds for additional road improvements and other infrastructure upgrades.

State and local governments in addition as well as economic development agencies associated with the closed bases within the CMB Regional

Center have shown great interest and willingness to participate in the plans put forth by CMB. Additionally, the California Trade and Commerce Agency's Office of Foreign Investment has been extremely helpful and we will continue to work closely with them. This Agency has spent millions on marketing campaigns to display the economic opportunities available in the former military base areas (see advertising on page 17).

CMB, a company with capital to invest within the projects listed above (IVDA) as well as future projects in the other five former military bases within its regional center is well positioned to become an engine for job creation and regional economic growth. There are several methods employed for measuring the potential direct and indirect jobs created by prospective CMB investment into the closed military base projects. The economic and jobs



*Road improvement projects spur economic growth and create jobs.
(Former Norton AFB, now SBIA)*

data provided by the various official economic forecasts and studies show job growth and regional productivity increasing with the completion of the base reuse plans. Five of the six closed military bases in our Regional Center have the potential to be a major import-export, air freight and shipping hubs. CMB capital and capital from other sources will have a multiplying effect on job growth and regional productivity. CMB believes that the aggregate effect of pooled capital may result in multiples of the requirement of 10 jobs for each foreign national investor.

In summary, CMB Export LLC has successfully invested our Foreign National investor's funds in projects that meet the both federal law and USCIS regulations for EB-5 Visas. We are actively engaged in performing financial due diligence with several potential investment projects. CMB is communicating with all levels of governmental officials to obtain a more streamlined EB-5 petition process. Our business plan is well defined and we have the support of many governmental agencies and private enterprises

THE PRINCIPALS OF CMB

Patrick F. Hogan

The President, CEO and Managing Member of CMB Export LLC is Patrick F. Hogan. Mr. Hogan has been an entrepreneur for nearly 30 years. He began his career as a business owner in 1978. He has owned and operated numerous businesses that have had annual sales over \$20 million per year and employed over 300 employees. The various businesses include a chain of service station car washes, photography development labs, a chain of video stores, a custom photography business, a book publishing company, the number one (by yearly sales) antique/collectable firearms auction house in the United States, and others. Mr. Hogan has been active in the immigration investment field for over ten years.



William F. Hurley

The Executive Director of CMB Export LLC is William F. Hurley. He has nearly two decades of experience in the law as well as business management. He has served as a director of a trade association in the food & beverage industry and the deputy chief of staff for a former member of the U.S. House of Representatives. Mr. Hurley has advised companies in the areas of antitrust, mergers & acquisitions, government affairs, bankruptcy and litigation. Among the clients he has counseled include BP-Amoco, United Airlines, WR Grace & Co., AT&T, PepsiCo, and Verizon. Mr. Hurley received his B.A. from the University of Illinois and his J.D. from DePaul University in Chicago, Illinois.

GEOGRAPHIC FOCUS OF CMB

CMB chose the state of California for its geographic focus. California's economy is the world's seventh largest and the gateway to the Pacific Rim. The opportunities are immense.

The three counties chosen were carefully selected due to the viability of the former military bases located within their boundaries. Sacramento County is home to three properties that will prove to be economic engines for growth. The former Mather Air Force Base (now Mather Field), the former McClellan Air Force Base (now McClellan Park), and the former Sacramento Army Depot are our targets. In San Bernardino and Riverside we have set our sights on the

former Norton Air Force Base (now San Bernardino International Airport), the former George Air Force Base (now Southern California International Airport), and the realigned March Air Force Base.

Our empowerment by the federal government extends beyond the boundaries of each base. CMB may invest in any entity that will foster growth within the redevelopment zones linked to the former military bases.

**FORMER NORTON AIR FORCE
BASE (NOW SAN BERNARDINO
INTERNATIONAL AIRPORT**

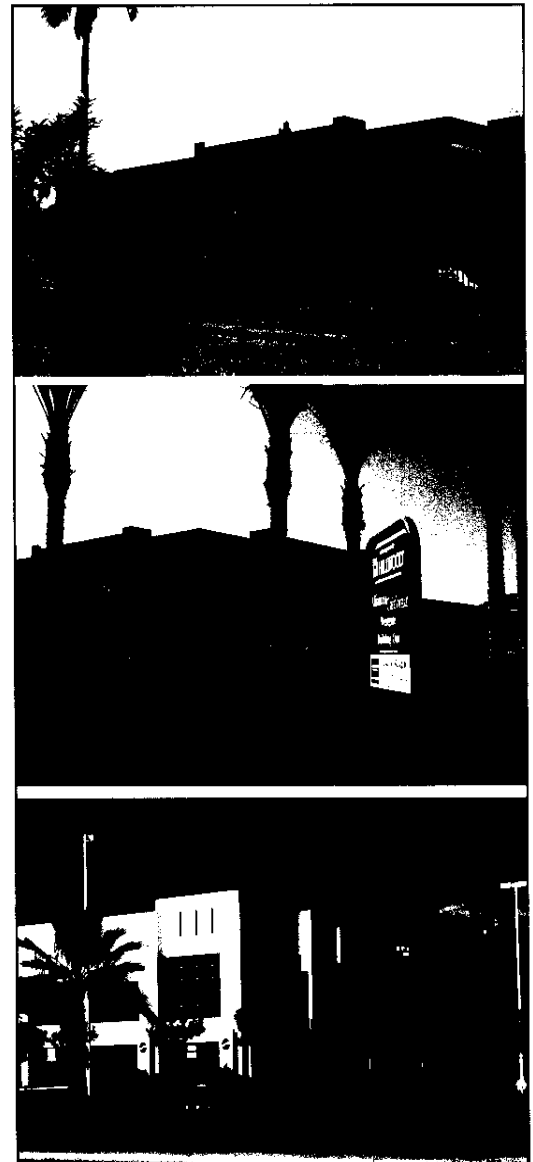
The San Bernardino International Airport ("SBIA") (formerly the Norton Air Force Base) is marketing itself as a second cargo airport in the Inland Empire. Its primary success will depend upon the efforts of the Inland Valley Development Agency (referred to as "IVDA") and the San Bernardino International Airport Authority ("SBIAA"). Each Regional Agency is empowered to actively work with other jurisdictions and private sector firms to provide the needed investment and support structures that will generate economic growth. The IVDA and the SBIAA have several projects in the planning phase that will cause job creation.

The goal of the SBIA is to generate both short and long term business enterprises yielding significant job creation. Increased business activity will offset the adverse economic impact that closure of the Base has had on the surrounding communities. The mission of the Airport is to be a public, mixed-use, financially self-sustaining commercial service airport to serve the Southern California area over the life of the facility in the following respects: a.) as a regional airport for domestic and international air service; and b.) as a regional industrial trade center.

The SBIA's goals are ambitious: a.) generate employment opportunities; b.) develop domestic and international commercial air carrier service; c.) develop reuse of specialized facilities; d.) attract aviation and transportation dependent industries; and e.) take a leadership position in promoting development of the San Bernardino-Riverside area.

The SBIA is strategically located. This geographic location, with easy access to highways and rail links, combined with the 10,000 foot runway, give the Airport the potential to be the catalyst that will spark strong economic growth in the region. The Inland Empire area has been experiencing the fastest growing population and industrial growth in Southern California, primarily San Bernardino, Riverside and Moreno Valley areas. These communities and the industries they serve are approximately 80 miles from LAX, the nation's second largest cargo airport, and the third largest passenger airport in terms of passenger traffic volume.

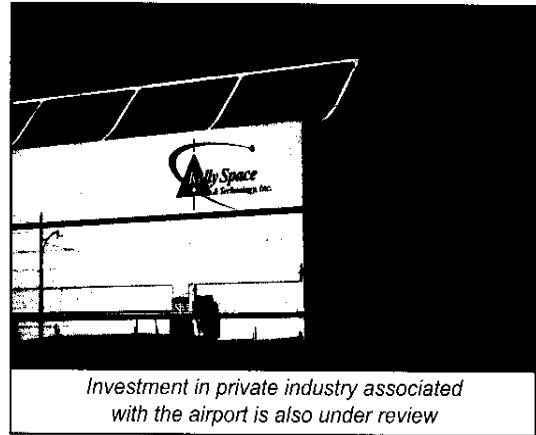
In September of 2005, Congressman Jerry Lewis (the current Chairman of the House Appropriations Committee)



With further investment SBIC is poised for further development and many more "Now Hiring" signs will be created.

announced a landmark appropriation for transportation projects included in the SAFTEA-LU called the Inland Empire Goods Movement Gateway project. The program provides \$36.5 million to the IVDA for regional transportation and infrastructure projects in and around the former base (i.e. Lena Road, Central Avenue, Tippecanoe Avenue, Mountain View Avenue, 3rd Street and 5th Street). The IVDA, City of San Bernardino, and the City of Highland are coordinating these projects. Preliminary design and environmental scoping work is underway. Disbursement of funds will be subject to Federal Highways Administration approval and phased over four to five years.

With the appropriation of this \$36.5 million project, coupled with the over \$25 million in IVDA road way and infrastructure projects previously completed, the former Norton base area is poised for further significant commercial and industrial development. The IVDA and the City of San Bernardino have entered into an agreement which includes an exemption for the IVDA for a specified period of time from the requirement to pay any Development Impact Fees for traffic mitigation purposes. This exemption will provide additional incentive for companies locating at the Airport.



CMB Export has significant experience in working with the IVDA (see letters on pages 18 - 22). CMB has met with the IVDA officials to explore other ways in which it can support the IVDA and SBIA in these and other capital projects. The IVDA has requested from CMB investors up to twenty-five million dollars for a number of airport improvement projects. These include improving existing facilities at the SBIA as well the construction of new airport facilities such as new hangars and an aircraft maintenance facility. The IVDA also has a need for funds for additional road improvements and other infrastructure in an around the SBIA facilities as well at other base area locations. Prospective private sector investments near the SBIA facility involving an aerospace research and development firm and a charter aircraft company are under review by CMB staff as well. This former military base will be the initial focus of investment by CMB Investment Group A L.P.

MARCH AIR FORCE BASE

March Air Force Base covers 6700 acres. It is located in Riverside County and bordered by the cities of Moreno Valley, Perris and Riverside. March's key feature is its strategic location. Just 60 miles east of Los Angeles and 100 miles north of San Diego, March AFB is strategically located as the only Air Force mobilization base in Southern California. Nearly 1,200 flights and 20,000 1 tons of cargo have move through March on an annual basis. The airport is currently designed and utilized as a joint military and civilian use. This plan has its benefits such as the fact that the air tower is manned twenty-four hours provides for greater airport use.

The March Joint Powers Authority ("JPA") is the redevelopment agency with authority for implementing the master base reuse plan. The JPA was formed through a Joint Use Agreement entered into by the Cities of Riverside, Moreno Valley and Perris and the County of Riverside in 1993. The March JPA is planning and implementing new uses for currently vacant lands, reuse of existing facilities, and joint use of the airfield facilities for the development of an air cargo facility. In short, long-term economic gains in the form of developing a civilian air cargo center, and the growth and development of an employment center to account for 38,000 jobs are projected.

The March JPA has partnered with private sector firms to assist it in the implementation of the reuse plan. It has retained Lennar Corporation (LNR) as the master developer which has spearheaded the 1,290-acre March Business Park with an estimated 16 million square feet of development and creation of 12,000 to 15,000 new jobs. The JPA has also given its approval to another private entity, Project March Inland Cargo Port Development LLC, to establish a 350 acre air cargo facility. This company, based out of Moreno Valley, is linked with the Lynxs Group of Austin, Texas. This air cargo facility has great potential and is another project in which CMB is considering investing in. In fact the international air courier firm of DHL has recently completed a major hangar and distribution facility on the airport premises due to the vibrant and diverse aviation business opportunities of the facility.

The Meridian Specific Plan, formerly known as March Business Center, is a master planned employment park containing 1,290-acres located southwest of Interstate 215 and Alessandro Boulevard. Approximately one-half (662-acres) of the development is located between Alessandro Boulevard and Van Buren Boulevard, and between Interstate 215 and the Orangecrest/Mission Grove residential development. The southern half of the development (628-acres) is located between Van Buren Boulevard and Oleander/Nandina Avenue, and between Riverside National Cemetery and Barton Street.

Meridian is quickly emerging as the premier business park environment being developed in the Riverside County portion of Inland Empire, a region known to be Southern California's fastest growing commercial hub. The project will encompass development of approximately 16 million square feet of industrial and mixed use property on 1,000-acres of land across the freeway from March Air Force Reserve Base. Future speculative development at the site will be industrial, manufacturing, warehouse, office and R&D class industrial facilities slated for build-to-suit, sale and lease opportunities.

The state-of-the-art, organized, safe and affordable business community will attract manufacturing, technology, professional service and logistics based businesses. As the name Meridian implies, its geographic location places it at the epicenter of a growing global economy, a fact highlighted by the project's direct proximity to the March Global air cargo port and its destination as a foreign trade zone



The Meridian business park is poised for growth and further expansion



The infrastructure repair need for the former military bases is acute. When investment capital is employed, demolition of dilapidated old buildings can lead to economic growth and job creation.

LNR Property has completed all the infrastructure of Phase 1 consisting of approximately 220

acres. All of the lots in Phase 1 have been sold and several projects have been built on these lots. Meridian is a 1,000 acre fully entitled master planned business park. Many of the lots in Phase 1 have been sold and buildings are under construction on these lots. Additionally, there are several planned projects in Phase 2 and 3, including the completion of the McLane Food Services building, which is scheduled to open for operation next month.

**FORMER GEORGE AIR FORCE BASE
(NOW SOUTHERN CALIFORNIA
INTERNATIONAL AIRPORT)**

The Southern California International Airport ("SCIA") which grew out of the former George Air Force Base is located in the Victor Valley of California, a high desert region northeast of Los Angeles. It is situated within the Interstate 15 Corridor, only eighty miles northeast of

Los Angeles. The SCIA is marketing itself as an air cargo alternative to Ontario and LAX since it received the Lambra Designation (similar to enterprise zone) from the state of California in early 1996. The conversion of the former base to Southern California Logistics Airport ("SCLA") will provide major corporations with logistics needs with a global intermodal logistics gateway to the Western United States

In January, 1999 the Southern California Logistics Airport Authority ("SCLAA"), the official Regional Agency authorized to implement the reuse plan for the former base, approved a master development agreement with Stirling Airports International, LLC. The city of Victorville pledged \$40 million in infrastructure improvements while Stirling pledged an additional \$70 million. Under this structure, the Victorville City Council serves as the airport and rail authority and oversees the activities of the SCLAA.

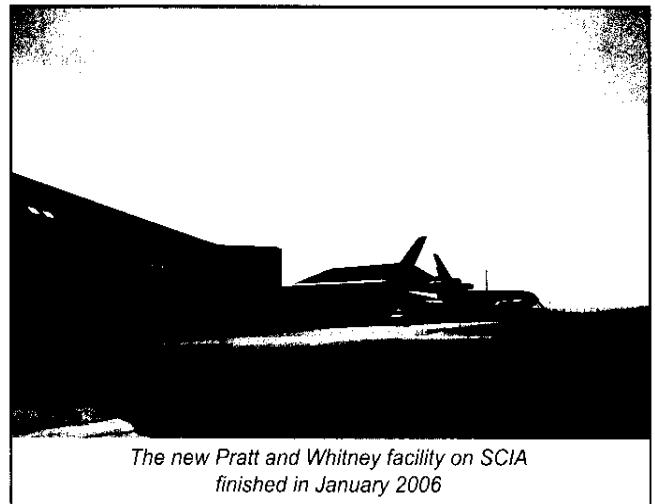
Southern California Logistics Airport, part of the former George Air Force Base, has become an integral link in the rapidly expanding global supply chain. With its 5,000-acre multimodal business complex, SCLA integrates manufacturing, industrial and office facilities with a dedicated international all-cargo airport. SCLA tenants enjoy time and cost advantages and numerous business incentives from the federal, state and county governments, as well as from the city of Victorville itself. SCLA makes available large industrial sites from 20 to 250 acre parcels and is capable of accommodating large warehousing requirements up to 2.5 million square feet.

Incorporated within the Master Plan are two runways dedicated to support air cargo. Among the two runways, the north/south runway has just recently been extended to 13,050 lineal feet and is currently undergoing its second extension to 15,050 lineal feet, making it the longest commercial runway in the United States. SCLA operates 24 hours a day, 7 days a week and is currently experiencing active air cargo service. Benefiting new and existing companies at SCLA are its key features: LAMBRA Enterprise Zone designation, Foreign Trade Zone designation, and the on-site U.S. Customs Port of Entry status.

The Southern California Logistics Airport can easily supply the Los Angeles basin, but it is beyond the region's worst traffic, making it the most convenient shipping location for the entire West. SCLA Authority officials have shown they are ready and able to begin serving these carriers as soon as they have a runway long enough to handle the big jets. The House of Representatives approved legislation placing the airport on the priority funding list. The airport received an additional \$6 million in federal funds to extend the runway to 15,000 feet, allowing accommodating an even greater number of flights. The initial cargo operation at SCLA will bring about 200 jobs, but it has the potential to attract businesses that could hire up to 20,000 people, according to airport authority officials.

CMB sees its best role as the facilitator to bring private investment to the former military base. The incentives the state, county, and local governments offer along with capital from CMB foreign national investors make the former military base attractive to private investor interest. SCLAA and Stirling were successful in getting Goodyear, M&M Mars, ConAgra and Nutro, Inc. to commit to large 500,000 to 1.5 million square foot facilities on the premises. More industrial/distribution facilities development is in the planning phases. These companies join other corporate giants doing business at the SCIA such as the Boeing Company, General Electric, GTE-Verizon, Pratt & Whitney, Wal-Mart and Nestle Foods. SCIA also hosts several aviation and aerospace firms such as Leading Edge Aviation Services, Southern California Aviation and Victorville Aerospace.

The chief focus of the Stirling and the SCLAA in the upcoming years is to develop the former base into the country's premier intermodal logistics facility utilizing its strategic location with immediate access to air, trucking, and rail facilities. The SCIA, with its two very long parallel runways, can handle some the largest and heaviest aircraft in the world allowing non-stop access to any destination in the world. Based on this fact, SCLAA officials expect the airport to become a major player in the world cargo market. This is buttressed by the fact that Burlington Northern-Santa Fe and the Union Pacific railroads are working with the SCLAA to develop a major rail complex just outside the airport grounds. And lastly, the airport is just a few short miles from Interstate-15 which a prime trucking route connecting metro Los Angeles and its Pacific sea ports with points east. All of this together provides the essential building blocks to make the SCIA area strategically positioned to become a booming industrial, transportation and distribution center for the entire West Coast of the United States. The job creation potential of this area is seemingly unlimited and provides CMB with a multitude of investment opportunities.



The new Pratt and Whitney facility on SCIA finished in January 2006

**FORMER MATHER AIR FORCE BASE
(NOW MATHER FIELD AND MATHER
COMMERCE CENTER)**

The former Mather Air Force Base is located 12 miles southeast of downtown Sacramento.

The closure of Mather late in 1993 caused an estimated 3,000 military and civilian job loss to the area. The Sacramento County Board of Supervisors took control of the project and various departments are responsible for implementation of the reuse plan. The County is marketing the airport as an additional cargo airport in central California.

The local regional development agency charged with the design and implementation of the Mather reuse plan is the Redevelopment Agency of the County of Sacramento (RACS). RACS has the same responsibility for the former McClellan AFB and the Sacramento Army Depot as well. On March 14, 2000 RACS approved



Front entrance announcing Mather Field: 1) New airport terminal under construction, 2) Foreign trade zone status, office and technology sites available, 3) New roadways and improvements, 4) Installation of fiber optic communication, 5) Redevelopment incentives available

the first five-year updated Implementation Plan for the Mather AFB Redevelopment Plan for January 2000-2004. The initial five-year Implementation Plan for the McClellan AFB/ Watt Avenue Redevelopment Plan was adopted along with the Redevelopment Plan on November 22, 2000. The Draft Final Mather Airport Master Plan version of December 2004, was presented to the Sacramento County Board of Supervisors on December 9, 2003 and subsequently approved by the Board. The timeline set by the Board of Supervisors for the implementation of its master plan is from the period January, 2005 through the close of 2009.

Sacramento Mather Airport and the adjacent main base area, now called Mather Commerce Center, together comprise some 600 acres of developed and developable property conveniently located along the Highway 50 corridor, Sacramento's second-largest employment center after downtown. These attributes already have attracted 53 employers with over 2,800 employees to the Mather Redevelopment area and many more employers are considering making a move to the property, which is bounded on the north and west by urban development and on the east and south by undeveloped land.

FORMER SACRAMENTO ARMY DEPOT

The Sacramento Army Depot (SAAD) was a U.S. Army support facility that operated as a repair center for high-tech military hardware, such as night vision goggles, electronic circuit boards, and radium-dial instrumentation. The 1988 Base Closure and Realignment Commission closed Sacramento Army Depot. On March 3, 1995, the Depot officially closed. No Army maintenance capability remains. The Sacramento Army Depot has always been an important part of the Sacramento community. Since its establishment in 1941, the Depot has supported the nation by performing vital defense-related services and operations. It has also supported the community by providing more than 3,000 jobs in the Sacramento area.

SAAD occupies 485 acres within the city limits of Sacramento, Sacramento County, California, approximately 7 miles to the southeast of the Sacramento business district. Morrison Creek enters the SAAD eastern boundary. The creek parallels the depot perimeter to the south and discharges on the western boundary. These essential services required the use of hazardous materials, such as solvents, degreasers, acids, and even radioactive paints, in daily operations. The former land use of the Depot necessitated the taking on of environmental challenges as the highest priorities of the base reuse plan.

On the day the Depot officially closed, the City of Sacramento leased approximately 370 acres of the total 485-acre depot to Packard Bell for its world headquarters, an important first step in the revitalization of the Sacramento community.

The local government of Sacramento and the RACS have been working to make the SAAD area attractive to private capital investors. Shortly after the closure of the Depot by BRAC, the Sacramento City Council declared SAAD to be a special planning district, giving it priority for public funds for infrastructure upgrades and environmental remediation. The

other purpose of the creation of this special planning district for the Depot is to guide the



The California military bases are perfect investment opportunities as they are located on the west coast of the United States. The west coast is the closest point to the expanding trade developing with the Pacific Rim.

establishment of land uses during the development of the Sacramento Army Depot reuse plan. It is anticipated that the reuse plan will recommend expansion of the provisions of the special planning district.

The SAAD area also received enterprise zone status by the state and local authorities. This zone contains over 2 million square feet of commercial and industrial space with additional sites available for build-to suit projects. It has a strategic location near the crossroads of California Highway 50 and Highway 99 and is perfectly suited for office, research and development, industrial, manufacturing and distribution uses. The going lease rates are among the most competitive in the state. It is an industrial zoned area with a further state designation as Recycling Market Development area. This special status affords would be investors and businesses strong financial and tax incentives to locate on the former base. This combined with access to a high-skilled labor pool, proximity to the State Capital and Silicon Valley and strategic location to transportation facilities, make the SAAD area a prime target for CMB investments.

The various governmental incentives for both investment capital and private business at the Depot make very attractive for CMB investment. The special designations of SAAD provides CMB with many different and creative financing options for both private at-risk investments and public sector investments at the former base. The Partnership is seeking to assist the other affected bases with this type of financing. Foreign investment capital made available to each of the airport authorities is likely to have the same impact of job creation, productivity increase and a general increase in overall regional and national productivity.

**FORMER MCCLELLAN
AIR FORCE BASE (NOW
MCCLELLAN PARK)**

The closing of McClellan Air Force base represents a unique challenge for Sacramento County and the state of California. Like Mather AFB, McClellan reuse plan is being implemented by Redevelopment Agency of the County of Sacramento with oversight by the Sacramento County Board of Supervisors.

The closure of McClellan Air Force Base, announced in 1995 but did not go into effect until 2001, was an additional significant loss to the Sacramento region after the earlier closure of the nearby Sacramento Army Depot and the Mather Air Force Base. McClellan AFB has served as a military installation since 1936 and officially closed on July 13, 2001. The base has played a critical role in the Sacramento regional economy, providing a major source of jobs and technological development. The Base had employed upwards of 10,500 civilian employees and over 3,000 military members with a combined payroll of over \$200 million at the time of the announced closure of the 2,856-acre Base.

In November 2000, McClellan AFB and a portion of the Watt Avenue Corridor were designated a redevelopment area, which allows the Sacramento Housing and Redevelopment Agency to use special financial capabilities with respect to tax revenue generated in the area. The redevelopment area encompasses the entire acreage of the former base and a portion of the Watt Avenue corridor in North Highlands.



The former Sacramento Air Logistics Center at McClellan is typical of the Facilities now used for economic development as business offices

The portion of the redevelopment area outside the Base, referred to as the Watt Avenue Area, containing about 634 acres, serves as the commercial and industrial market for the North Highlands community. Watt Avenue serves as the main gateway to the Base, and inclusion of the Watt Avenue corridor in the Project Area provided the opportunity to better integrate the redevelopment of the Base with the North Highlands community.

Sacramento County, as the designated Local Reuse Authority (LRA), completed the Final Reuse Plan for the Base in July, 2000. The overall goal for reuse is to retain the aircraft maintenance and repair activities as a core industrial function. These activities are to serve as a cornerstone for reuse activities, with other commercial, residential and non-industrial land uses remaining similar to the pre-closure pattern of uses.

The Sacramento reuse agency, has hired the development equity partner McClellan Park to market and redevelop the Base. Of the approximately 11 million square feet of buildings on the Base, McClellan Park has already leased over 1 million square feet with additional leases pending. The future prospects for securing even more commercial tenants are enhanced by its ideal location. McClellan Park is located minutes from all major freeways in the Sacramento area. There are several entrances into the park which enable quick freeway access from each district.

It is projected that the total cumulative gross property tax increment revenue generated by the McClellan AFB/Watt Avenue Redevelopment Area over the 45-year life of the Project Area will be about \$836 million. When reduced by property tax administration fees and mandatory tax sharing payments to affected taxing entities, the net projected tax increments available for the redevelopment of the Base and surrounding commercial areas is approximately \$592 million. Of that amount \$167 million, or 20 percent of the total tax increment revenues, must be set aside to finance affordable housing and other housing-related projects. The net tax increment over the 45-year period is \$425 million.

The potential for military base reuse and job creation is centered on aviation potential. The service, repair, and cargo possibilities are strong. Public Airfield - The public airfield features a 10,600 foot lighted runway approved for day and night use, and is shared by the U.S. Coast Guard. The County of Sacramento owns and oversees the Airport and is committed to being of assistance to private development in the surrounding communities.


The commercial real estate potential for private sector firms is just starting to be realized. The current development is focused on the McClellan Business Park operated by McClellan Park, LLC. The office park is transforming the former McClellan Air Force Base into California's Unique Corporate Community brings several assets to California's largest master planned community. The partnership that makes up McClellan Park, LLC provides a strong background in commercial real estate development, a dedication to producing only the highest quality product, and responsiveness to the market. McClellan Park provides Sacramento with yet another great local amenity. Large corporations and small business alike enjoy more than 16 million square feet of industrial, R&D, office, aviation and mixed-use facilities unmatched anywhere else in the country.

Sacramento County's ongoing success in creating jobs at McClellan is hailed as a national model for innovation--a vital transformation from an Air Force base. The 2,952-acre base operated for more than 60 years as an industrial military facility used for maintenance and repair of aircraft, electronics, and communication equipment. Now McClellan is the largest redevelopment project in Northern California, with an established plan to create 35,000 jobs. At McClellan, progressive companies can be co-located with other top-notch tenants in a park-like setting with competitively-priced workspace, gymnasium, day care, and café.

California state government is very active in promoting the opportunities within its former military bases.

The ads illustrate the commitment of California state government to assist in the revitalization of the former bases.

The State of California Trade and Commerce Agency has aggressively marketed the economic opportunities available in the military base areas. The Agency is very active in coordinating the efforts of the various former California Defense military bases.



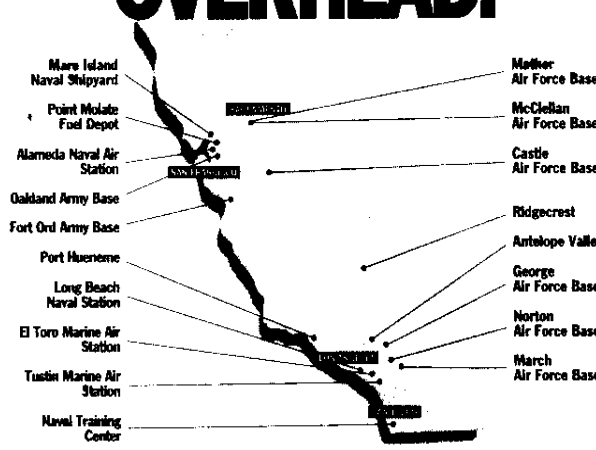
LAND ON THE DEAL OF A LIFETIME.

If you're looking for a new place to locate your business, we've got eight superb suggestions. Because there are eight new airports in California where you can land your company and, chances are, actually save money. With one of the lowest costs per square foot you'll find anywhere whether you're considering buying or leasing. The federal government has returned these air bases to their communities. And united as the California Defense Facilities Marketing Association they can provide you with a team of local experts who will do everything they can to make your move effortless and affordable. Airborne Express and Emory have already moved onto Mather Air Force Base in Sacramento. Now it's your turn. Call now and speak to a representative. You are definitely cleared for landing. Grab the phone: (916) 324-8104

The Great California Land Grab

Sponsored by the California Defense Facilities Marketing Association / www.cedar.ca.gov

18 WAYS TO CUT YOUR OVERHEAD.



Mare Island Naval Shipyard
Point Molate Fuel Depot
Alameda Naval Air Station
Oakland Army Base
Fort Ord Army Base
Port Hueneeme
Long Beach Naval Station
El Toro Marine Air Station
Tustin Marine Air Station
Naval Training Center
Mather Air Force Base
McClellan Air Force Base
Castle Air Force Base
Ridgecrest
Antelope Valley
George Air Force Base
Norton Air Force Base
March Air Force Base

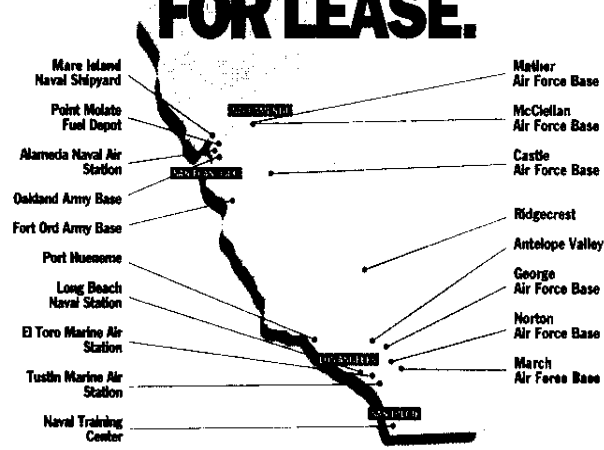
The federal government cut eighteen military bases in California, and now it's your turn to cut. Because now you can afford to do business in the world's seventh largest economy and in the nation's most desirable state — all at bargain rates. The members of the California Defense Facilities Marketing Association

have eight airports, four deep water ports, 50,000 acres and 10 million square feet of building space ready for sale or lease. And their goal is to turn all of these resources into more jobs and investment in their communities. The sooner you call, the sooner you can start cutting a deal. (916) 324-8104.

The Great California Land Grab

Sponsored by the California Defense Facilities Marketing Association / www.cedar.ca.gov

THE BEST OF CALIFORNIA NOW AVAILABLE FOR LEASE.



Mare Island Naval Shipyard
Point Molate Fuel Depot
Alameda Naval Air Station
Oakland Army Base
Fort Ord Army Base
Port Hueneeme
Long Beach Naval Station
El Toro Marine Air Station
Tustin Marine Air Station
Naval Training Center
Mather Air Force Base
McClellan Air Force Base
Castle Air Force Base
Ridgecrest
Antelope Valley
George Air Force Base
Norton Air Force Base
March Air Force Base

When the federal government returned eighteen military bases to California, you wouldn't believe what suddenly became available. Eight airports. Four deep water ports. 50,000 acres. And 10 million square feet of building space. And all of it for sale or lease at bargain rates.

The California Defense Facilities Marketing Association's objective is to turn these resources into more jobs and investment in their communities. And they'll do everything they can to help you access the seventh largest economy in the world. Grab the phone and grab the opportunity. (916) 324-8104

The Great California Land Grab

Sponsored by the California Defense Facilities Marketing Association / www.cedar.ca.gov



U.S. Department of Justice
Immigration and Naturalization Service

HQ 70/8.5-C

425 I Street NW
Washington, DC 20536

AUG 15 1997

CMB Export LLC
c/o Corona Professional Center
400 S. Ramona Avenue, Suite 212AA
Corona, AC 91719

RE: Application for Designation as a Regional Center for CMB
Export LLC

Dear Sirs:

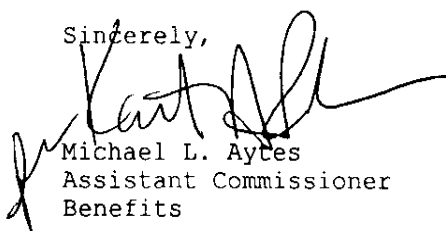
Pursuant to Section 610 of the Appropriations Act of 1993, CMB Export LLC has been designated as a regional center to participate in the Immigrant Investor Pilot Program. As of this date, aliens seeking immigrant visas through the Immigrant Investor Pilot Program may file individual petitions with the Immigration and Naturalization Service (Service) for new commercial enterprises located within the CMB Export LLC development area which is related to former military bases located in the counties of Sacramento, San Bernadino and Riverside, California.

Alien entrepreneurs who file petitions for commercial enterprises located in former military bases in the referenced, designated counties must fulfill all of the requirements set forth in 8 CFR 204.6, except that the petition need not show that the new commercial enterprise hired ten employees as a result of the alien entrepreneur's investment. The petition may contain evidence that the investment indirectly created or will create full-time positions for not fewer than ten persons, using economically or statistically valid methodologies as described in 8 CFR 204.6(j)(4)(iii), through revenues generated from increased exports resulting from the Pilot Program.

The designation by the Service of CMB Export LLC as a regional center does not reflect any determination by the Service on the merits of individual petitions filed by alien entrepreneurs under the Investor Pilot Program. All petitions for alien entrepreneurs who invest within the regional center will be adjudicated by the Service on a case-by-case basis and each petition must be fully documented. The individual petitions must be submitted to the California Service Center.

If you have any questions concerning CMB Export LLC's designation under the Immigrant Investor Pilot Program, please contact Katherine Lorr at (202)514-5014.

Sincerely,


Michael L. Ayles
Assistant Commissioner
Benefits



San Bernardino International Airport



August 1, 2006

Pat Hogan, President
CMB Export LLC
4507 49th Avenue
Moline, IL 61265

**RE: FUTURE POTENTIAL PROJECTS WITHIN THE INLAND
VALLEY DEVELOPMENT AGENCY AND SAN BERNARDINO
INTERNATIONAL AIRPORT**

Dear Mr. Hogan

Thank you for meeting with Martin Romeo, Alex Estrada and myself in January, 2006. It was a pleasure talking with you regarding potential future projects with the Inland Valley Development Agency (IVDA) and the San Bernardino International Airport (SBIAA).

In 1998, CMB Export LLC (CMB), very instrumental in helping our two Agencies pursue economic development at the former Norton Air Force Base. The \$650,000 that CMB loaned to the IVDA as matching funds for subsequent Federal grant monies, made it possible for the street widening of Mill Street from Harry Sheppard Blvd. to Lena Road. With that widening completed, it allowed Kohl's Department Stores to develop a regional distribution center on the north side of Mill Street, thus enabling it to enter the Southern California market. Today, their 605,000 square foot distribution center employs approximately 500 people, and they are now planning to construct another 20 acres for further expansion.

With CMB's assistance, the Mill Street project has allowed more development along Mill Street. Auto parts giant, Pep Boys, has located a large distribution center accessible from Mill St. as well as the new Medline Industries' facility. The Stater Bros. grocery chain facility located near the intersection of Harry Shepherd Boulevard and Tippecanoe will also take advantage of the additional accessibility provided by the widening of Mill St. The estimated direct and indirect increases in jobs from these three new facilities, as well as the Kohl's facility, will be substantial. We believe that the Mill Street Project was integral to securing such tremendous gains in employment.

Mr. Pat Hogan, President

Page 2

August 1, 2006

Thank you for your continued support of our projects here at the former Norton Air Force Base. I am hopeful that we can work on other future joint projects to assist us as we continue to develop the former base property.

Should need additional information relating to any matters discussed above, please contact me at (909) 382-4100 x 245. Thank you.

Best regards,

**INLAND VALLEY DEVELOPMENT AGENCY AND
SAN BERNARDINO INT'L AIRPORT AUTHORITY**



Michael P. Burrows
Assistant Director

MB/kb

cc: Donald L. Rogers
Alex Estrada
Martin Romeo



San Bernardino International Airport



February 27, 2006

Pat Hogan, President
CMB Export, LLC
4507 49th Avenue
Moline, Illinois 61265

Dear Mr. Hogan:

Thank you for meeting with Alex Estrada, Mike Burrows and me in January. It was a pleasure speaking with you regarding the potential to work with one another again on future projects with the Inland Valley Development Agency (IVDA) and the San Bernardino International Airport Authority (SBIAA).

In 1998, CMB Export, LLC made an interest only loan to the IVDA for projects at the former Norton Air Force Base. During the meeting, you asked whether the IVDA may potentially foresee a need to secure additional capital for other economic development-related projects at the former base.

The following is a summary of potential projects which have been discussed:

1. Construction of Hard Cap – Airport Land Fill Property (\$3.5 million)
2. Construction of Airport Maintenance Facility (\$2 million).
3. Matching funds for Federal road improvement projects (\$4 million).
4. Monies needed to remodel and equip the Airport Terminal to current TSA standards (\$15 million).
5. Other grant matching funds to rehabilitate hangars and interior road and infrastructure systems to accommodate new development (\$1 million)

The above projects are ones in which the IVDA or SBIAA could repay over time through future revenues. Also, we discussed phasing the loans to avoid the borrowing of funds in advance of the specific needs. Rather, we would prefer to borrow the funds as priorities dictate. You had previously stated that the proposed current interest rate on any new loans would be at 6% and that no collateral would be required to secure the loans. As you are aware, any agreement by and between the Agencies and CMB Export, LLC would require Board approval.

Per your request, enclosed with this letter are a copy of the recent Airport Terminal Planning Study and a draft of the Airport's Master Plan Update. We will have more information on the costs for the terminal project within a couple of weeks and will forward you that information upon receipt.

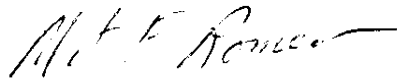
Mr. Pat Hogan
February 27, 2006
Page Two

Thank you for your continued support of the on-going economic development efforts affecting the former Norton Air Force Base. We remain encouraged by the potential to work on future joint projects to enable us to continue to develop the Airport and surrounding properties for the economic benefit of the region.

If you have any questions or require any additional information, please contact me at (909) 382-4100 extension 240.

Sincerely,

**INLAND VALLEY DEVELOPMENT AGENCY
SAN BERNARDINO INTERNATIONAL AIRPORT**



Martin Romeo
Chief Financial Officer

cc: Donald L. Rogers
Mike Burrows
Kelly Berry
Alex Estrada
Eric Ray

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CMB EXPORT LLC

A Federally-Designated Regional Center

Midwest Executive Offices

4507 49th Avenue

Moline, IL USA 61265

Telephone: 309-797-1500 Facsimile: 309-797-1655

email: cmbexport@aol.com

California Mail Offices

Corona Professional Center

400 S. Ramona Avenue, Suite 212AA,

Corona, California, USA 91719





JOE BACA
MEMBER OF CONGRESS

August 23, 2006

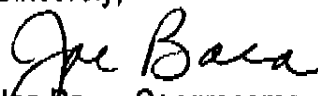
Patrick Hogan, President
CMB Export LLC
4507 49th Avenue
Moline, Illinois 61265

Dear Mr. Hogan,

Just a short note to thank you and all the good people at CMB for your assistance and support in helping to ensure the success of economic development project work at the former Norton Air Force Base in San Bernardino. Through your efforts in providing loan matching loan monies, the Inland Valley Development Agency and the San Bernardino International Airport were able to complete several street projects to assist in attracting new business interests to our development zone.

Thank you, again, and I wish you every success with future projects.

Sincerely,


Joe Baca, Congressman
43rd Congressional District

PAID FOR BY FRIENDS OF JOE BACA.



COPY



San Bernardino International Airport



February 27, 2006

Pat Hogan, President
CMB Export LLC
4507 49th Avenue
Moline, Illinois 61265

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Thanks again for your continued support of our projects here at the former Norton Air Force Base. I am hopeful that we can work on other future joint projects to enable us to continue to develop the former base property.

Sincerely,

**INLAND VALLEY DEVELOPMENT AGENCY
SAN BERNARDINO INTERNATIONAL AIRPORT**

A handwritten signature in black ink, appearing to read "Alex Estrada".

Alex Estrada
Director of Property Management

MR/ae

cc: Donald L. Rogers
Mike Burrows
Kelly Berry
Martin Romeo
Eric Ray

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COPY



San Bernardino International Airport



February 27, 2006

Pat Hogan, President
CMB Export, LLC
4507 49th Avenue
Moline, Illinois 61265

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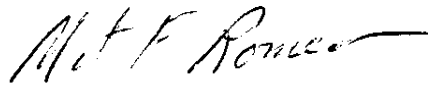
Mr. Pat Hogan
February 27, 2006
Page Two

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**INLAND VALLEY DEVELOPMENT AGENCY
SAN BERNARDINO INTERNATIONAL AIRPORT**



Martin Romeo
Chief Financial Officer

cc: Donald L. Rogers
Mike Burrows
Kelly Berry
Alex Estrada
Eric Ray

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San Bernardino International Airport



August 1, 2006

Pat Hogan, President
CMB Export LLC
4507 49th Avenue
Moline, IL 61265

**RE: FUTURE POTENTIAL PROJECTS WITHIN THE INLAND
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Mr. Pat Hogan, President

Page 2

August 1, 2006

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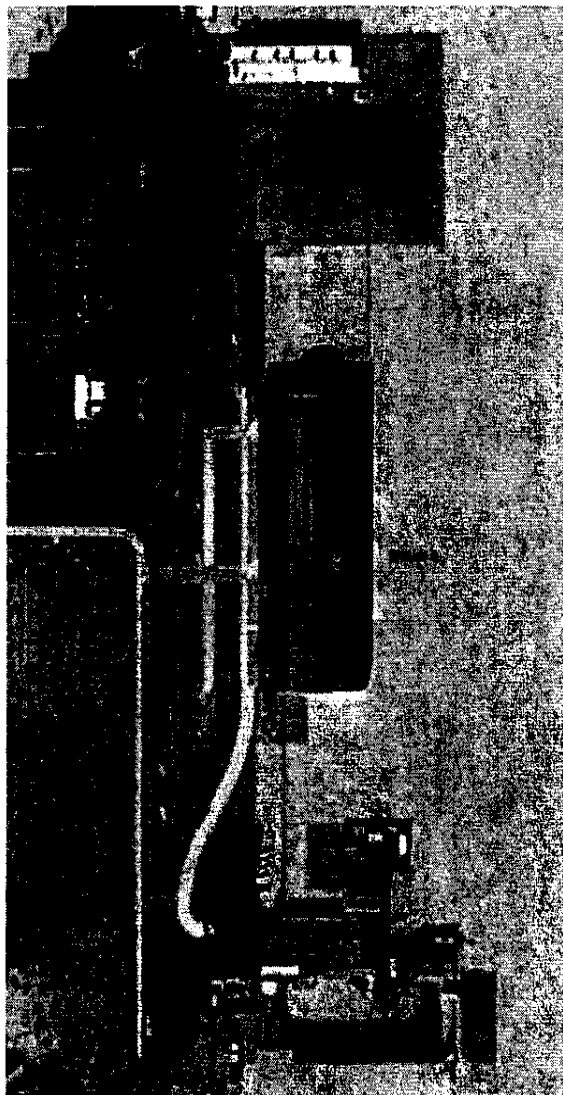
**INLAND VALLEY DEVELOPMENT AGENCY AND
SAN BERNARDINO INT'L AIRPORT AUTHORITY**



Michael P. Burrows
Assistant Director

MB/kb

cc: Donald L. Rogers
Alex Estrada
Martin Romeo



January 2005

SBD TERMINAL SPACE- NEEDS STUDY

gkkworks

SAN BERNARDINO INTERNATIONAL
AIRPORT AUTHORITY
SAN BERNARDINO
INTERNATIONAL AIRPORT
PASSENGER TERMINAL

Passenger Terminal Facility Space-needs Study

Introduction

An important component of the SBIAA Master Plan is the passenger terminal building. The existing terminal building is the result of the US Air Force's expansion, renovation and integration of former facilities into a single passenger terminal. Although the resulting terminal was an improvement over the former facilities, its configuration and layout remain primarily suited for military transportation. The terminals transition to commercial use, coupled with the impacts of the 9/11/01 terrorist attacks along with changes in aircraft, have resulted in many areas of the terminal to become unsuitable for commercial air traffic. The key component to effectively transition this existing terminal to support commercial air traffic is the development of a terminal facilities program.

Developing a terminal facilities program begins with examining the adequacy of each existing components to serve current or base year activity. From that basis, forecast increases in activity are applied to develop recommendations for future planning horizons. It is important to note that these recommendations use the San Bernardino International Airport Master Plan Update (SBIAMPU) as their basis. Although some "industry standard" criteria are used, the recommendations for future facilities are based on local conditions and circumstances.

Design Level Activity

Airport passenger terminal facilities are sized to accommodate the peak hour passenger volumes of a design day. Annual enplanements are an indicator of over-all airport size, however peak hour volumes more accurately determine the demand for airport facilities based upon the specific user patterns of a given airport. Peak hour passengers are typically defined as Peak Hour-Average Day-Peak Month (PHADPM) passengers, and are also often referred to as Design Hour passengers. The Design Hour measures the number of enplaned and deplaned passengers departing, or arriving, on aircraft in an elapsed hour of a typically busy (design) day. The Design Hour typically does not correspond exactly to a "clock hour" such as 7:00-7:59 but usually overlaps two "clock hours", i.e. 7:20-8:19 reflecting airline scheduling patterns.

The Design Hour is not the absolute peak level of activity, nor is it equal to the number of persons occupying the terminal at a given time. It is, however, a level of activity which the industry has traditionally used to size many terminal facilities. The number of persons in the

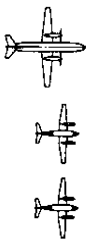
Conclusion

Because a brand new terminal will take a number of years to design and construct, it is recommended that the San Bernardino International Airport Authority consider a renovation of the existing terminal to support up to Phase 2 levels of activity. As noted in the summary, the existing terminal building envelope can support a second floor for an additional 24,000 SF. However it is recommended that the second floor be developed during the initial renovation of the terminal due to its structural nature. Construction of Phase 1 should include the key infrastructure elements of Phase 2. This strategy reduces future Phase 2 renovation costs to simple partitioning and provides an immediate new location for the existing terminal tenant (Hillwood) meanwhile clearing the ground floor for Phase 1 construction. The second floor also provides assigned space for the Airport Authority to have direct operation proximity to operations within the building. The approach as illustrated in the conceptual plans, builds the second floor and other internal Phase 2 components before having to redress the terminal tenant. When the second floor is completed, Hillwood could be relocated to their new space so that their existing space could be demolished and renovated as part of the same construction project. Please refer to Appendix C, Diagrams, Conceptual Plans and Renderings for a detailed accounting of Phase 1 & 2 square footage within the existing building.

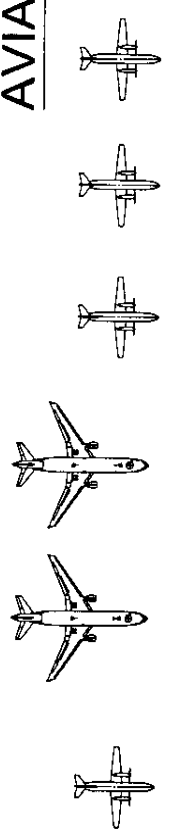
As noted in the summary, the existing terminal building can be optimized to support up to Phase 2 levels of activity, however its existing location and roadway configuration do not allow it to expand beyond its current dimension without substantial reconfiguration and construction of airport roads. When the existing terminal reaches Phase 2 levels of activity, it is recommended that the Airport Authority build new terminal facilities as noted within the Master Plan. Due to extensive amount of time required to plan and implement new terminal facilities and their required infrastructure, it is also recommended that the Airport Authority maintain an active airport planning process for new terminal facilities even before the existing terminal reaches Phase 2 levels of activity.

Although the data provided in this study is specific and provided in quantitatively measures, its use in the process of formulating a long-term development plan for the airport will need to be closely analyzed in qualitative terms. Certainly, it is the desire of San Bernardino County to formulate a long-term development plan for the airport that can safely and efficiently accommodate demand; however, this should be done only in consideration of image, environmental, aesthetic, financial feasibility, and overall "quality vs. quantity" policies that are closely held by IVDA, SBIAA, county administration and the community as a whole.

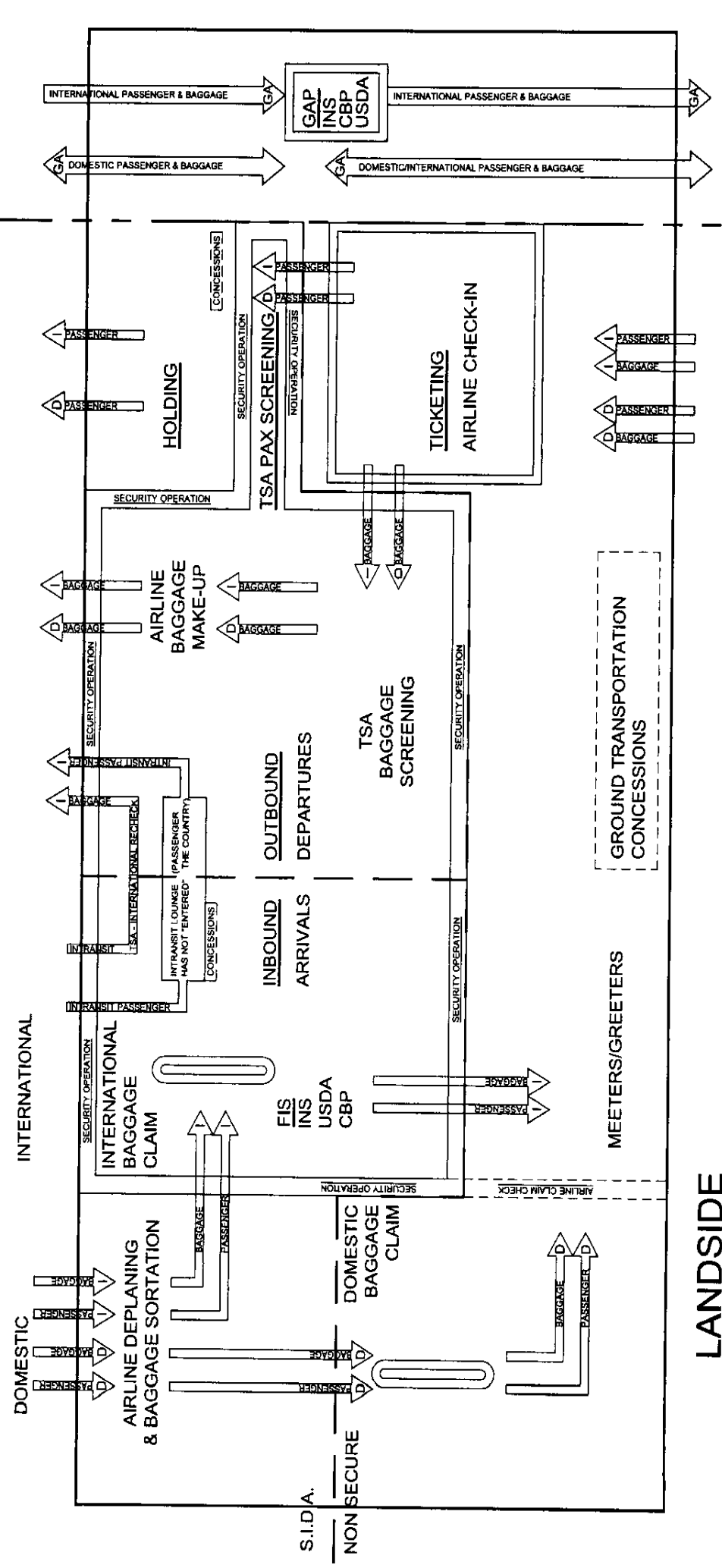
GENERAL AVIATION



COMMERCIAL AVIATION



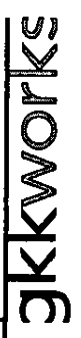
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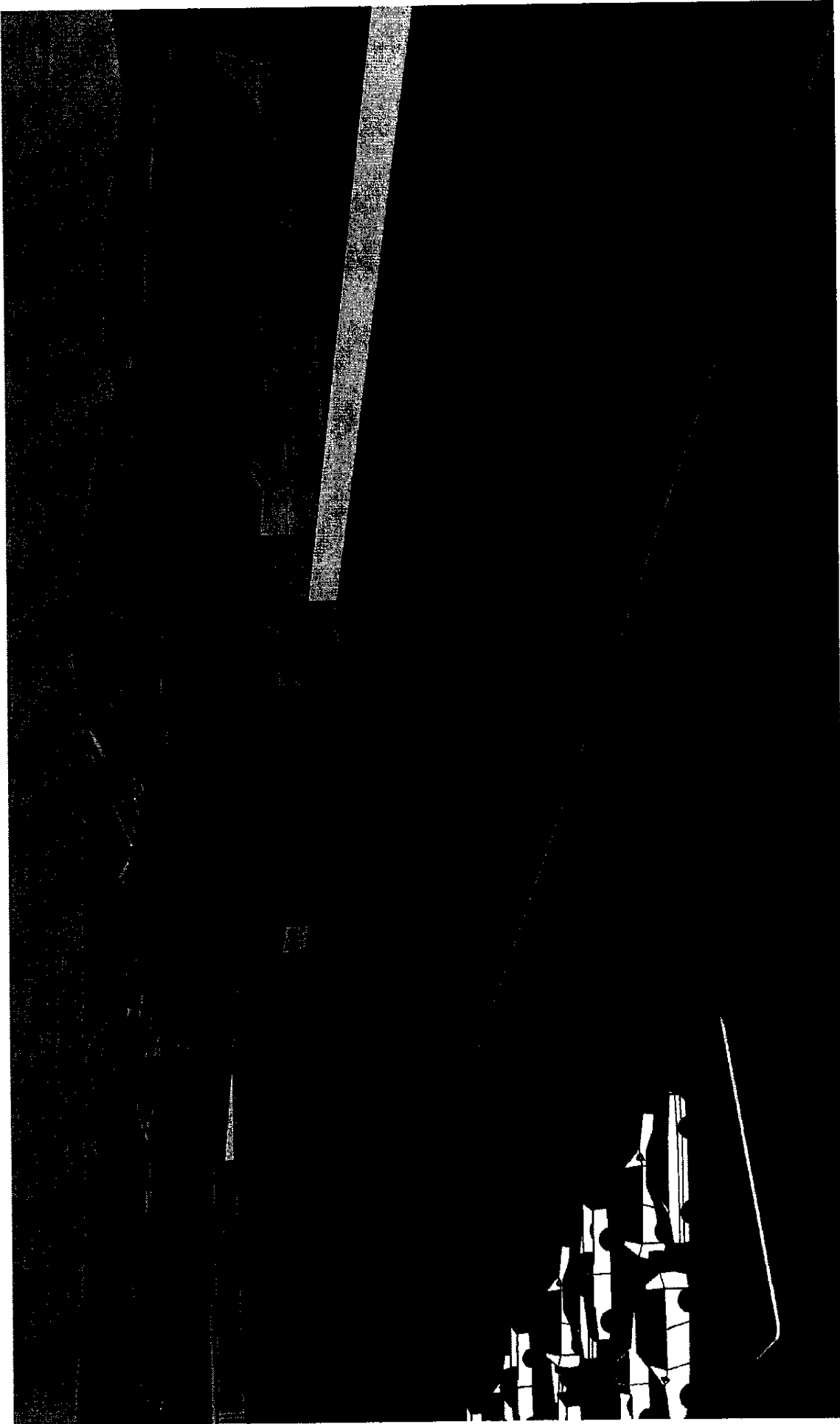


D = DOMESTIC
I = INTERNATIONAL
GA = GENERAL AVIATION

TERMINAL PASSENGER FLOW DIAGRAM

SAN BERNARDINO INTERNATIONAL AIRPORT AUTHORITY





TERMINAL CONCEPTUAL MASSING - PHASE 1&2

SAN BERNARDINO INTERNATIONAL
AIRPORT AUTHORITY

 JKKWORKS

IVDA Goods Movement Study Capital Programming Plan



Prepared for:

Inland Valley Development Agency

294 South Leland Norton Way

San Bernardino, CA 92408

TEL 909.382.4100 FAX 909.382.4106

Prepared by:

David Evans and Associates, Inc.

800 North Haven Avenue, Suite 300

Ontario, CA 91764

TEL 909.481.5750 FAX 909.481.5758

Joseph Glowitz, PE, PTOE

RCE 38488

DEA Project No. IVDA0000-0021

April 17, 2006



1.0 EXECUTIVE SUMMARY AND PROJECT BACKGROUND

1.1 Executive Summary

The Inland Valley Development Agency (IVDA), a joint powers agency charged with the re development of the landside improvements of the San Bernardino International Airport, has retained David Evans and Associates, Inc. (DEA) to develop a capital programming plan for six roadway improvement projects. These projects will enhance mobility to and from the San Bernardino International Airport and are located in the city of San Bernardino and city of Highland. The projects within the scope of this study are:

- East Central Avenue
- Del Rosa Drive
- South Lena Road
- South Mountain View Avenue
- Third Street / Fifth Street corridors
- South Tippecanoe Avenue

All project streets are designated as major arterials in the city of San Bernardino General Plan Circulation Element, with the exception of East Central Avenue, which is a secondary arterial. The overall project area is shown in Figure 1. This report develops the capital programming costs for the six roadway improvement projects. The design and construction scope, typically involves the following:

- Right of way assessment
- Roadway widening, with an additional lane, each direction
- Utility relocation to accommodate the road widening
- Curb, Gutter and Sidewalk improvements
- Provision for median treatments
- Intersection improvements, to accommodate the street widening
- Roadway drainage improvements.

Additional work items include special culverts or drainage structures over flood control channels, railroad crossing widening, bridge widenings, and a new bridge structure over the Santa Ana River for the Mountain View Avenue project.

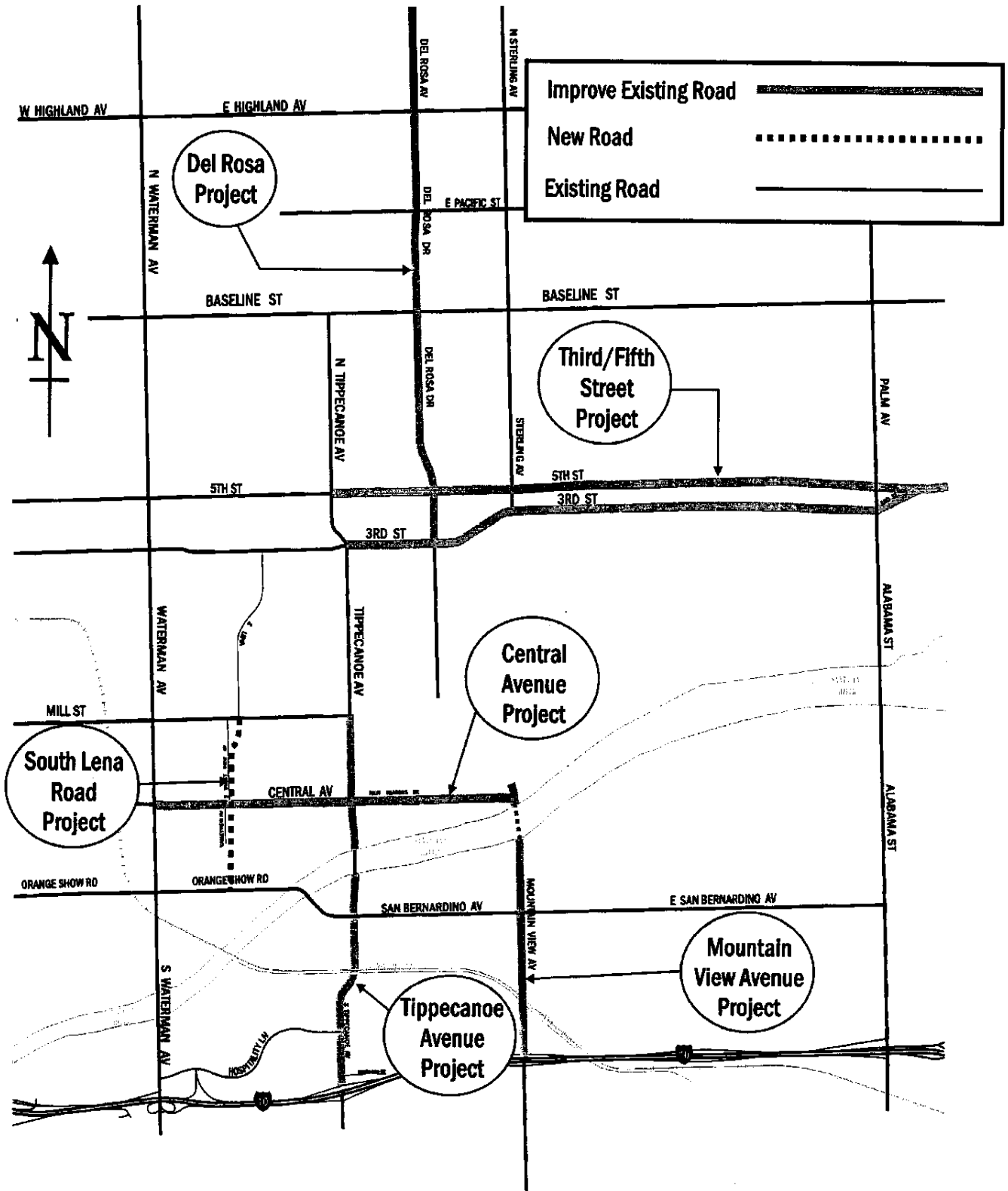
This document does not address any improvements related to major drainage facilities as might be detailed in an overall master plan of drainage facilities. Utility installations are not included as these are the responsibility of the utility agencies. The next programming steps would include project approval, environmental documentation and preliminary engineering design phase of the project.

The scope of this study included:

- Site Visits & Field review
- Environmental Reconnaissance and Assessment
- Project Issues Assessment
- Right of Way assessment
- Preparation of an Estimates of Probable Cost
- Preparation of a Final Report



Figure 1: Overall Project Area





The total estimate of probable cost for construction for all projects is \$ 70.5 Million that includes a twenty percent construction contingency. Without the contingency, the project construction cost estimate is \$ 58.7 Million.

A summary of the six projects is included in Table 1, showing project description, limits, phases and estimates of probable cost by phase.

Table 1: Summary of Projects

Project Name	From	To	Length (miles)	Probable Construction Cost (\$ Million)
Central Avenue			(2.0 total)	(6.7)
Phase 1	South Lena Road	End	1.0	4.5
Phase 2	Waterman Avenue	South Lena Road	1.0	2.3
Del Rosa Drive			(2.0 total)	(5.3)
Phase 1	Highland Avenue	Pacific Street	0.5	2.3
Phase 2	Pacific Street	Baseline Street	0.5	2.1
Phase 3	Baseline Street	Sixth Street	1.0	0.86
South Lena Road			(1.0 total)	(6.9)
Phase 1	East Mill Street	East Central Avenue	0.5	3.4
Phase 2	Central Avenue	E. Orange Show Road	0.5	3.6
Mountain View Avenue			(1.7 total)	(15.8)
Phase 1 (Bridge & approach)	Santa Ana River Bridge structure & approach	Santa Ana River Bridge structure & approach	0.5	10.4
Phase 2 (Mountain View)	Santa Ana River Bridge approach	Interstate 10	1.2	5.4
Third / Fifth Streets			(6.0 total)	(27.3)
Third Street	S. Tippecanoe Avenue	Alabama Avenue	3.0	13.7
Fifth Street	S. Tippecanoe Avenue	Palm Avenue	3.0	13.6
S. Tippecanoe Avenue			(2.0 total)	(8.4)
Phase 1	East Mill Street	Santa Ana River crossing	0.7	3.40
Phase 2	South of Santa Ana River crossing	Rosewood Drive	1.1	5.00

Total Construction Costs \$ 70.5 Million
(Includes 20 percent contingency)

Total Construction Admin & Engineering Costs \$ 14.2 Million

Total Project Costs \$ 84.7 Million



1.2 Project History and Description

The Inland Valley Development Agency (IVDA) is a joint powers authority comprised of the County of San Bernardino and the Cities of San Bernardino, Colton and Loma Linda. Formed in 1990, the IVDA is responsible for the redevelopment of the non-aviation portion of the former Norton Air Force Base. In addition to the approximately 600 acres on the former base, the IVDA also has a redevelopment project area of approximately 13,000 acres of surrounding properties. The land use designations within the project area include: light and heavy industrial, office, commercial and residential. In 2002, the IVDA entered into a Master Disposition and Development Agreement (DDA) with Hillwood/San Bernardino LLC, serves as the master developer of the project.

The capital projects were developed as a result of identification of projects by IVDA as well as the San Bernardino Associated Governments Developmental Mitigation Nexus Study (September 28, 2005). Nexus routes were identified in that study. All of the project routes are identified as Nexus routes.

1.3 Project Stakeholders

The IVDA area includes 13,000 acres and the roadway capital project area includes a large portion of the city of San Bernardino and the city of Highland, as well as being adjacent to the city of Loma Linda and city of Highland.

The potential list of stakeholders includes:

- San Bernardino International Airport
- Inland Valley Development Authority
- County of San Bernardino
- City of Colton
- City of Highland
- City of Loma Linda
- City of Redlands
- City of San Bernardino
- Private citizens
- Hillwood Development LLC
- Private Developers
- Commercial Businesses

1.4 Environmental Glossary

The following are a list of terms used in the environmental discussion of this report.

BMS	Best Management Practices
CEQA	California Environmental Quality Act
CE	Categorical Exemption
IS	Initial Study
MND	Mitigated Negative Declaration
NEPA	National Environmental Policy Act

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**Economic Impact of CMB Development Partnership II
Investments At Norton Air Force Base
On the Inland Empire Economy**

By

John E. Husing, Ph.D.

June 10, 2000

Economics & Politics, Inc.

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Highland, CA 92346-1739
(909) 425-8952 Phone
(909) 425-0601 Fax
john@johnhusing.com
www.johnhusing.com

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San Bernardino International Airport



September 1, 2006

Maurice R. Berez
Chief Adjudications Officer
Investor and Regional Center Unit
Business and Trade Services
USCIS Service Center Operations
20 Massachusetts Avenue N.W. (2nd Floor)
Washington, D.C. 20529

RE: CMB EXPORT, LLC

Dear Mr. Berez:

As the Assistant Director of the Inland Valley Development (IVDA), I am familiar with the operations of CMB Export, LLC ("CMB"), a federally-designated Regional Center. Our first dealing with CMB was in 1998 when it provided an investment seed capital for the IVDA. The IVDA is a redevelopment agency created through special legislation through the State of California to implement a master reuse plan for the former Norton Air Force Base in San Bernardino, California, we are always. Because of the success we experienced, as a result of the 1998 CMB investment, we met again with CMB's president, Patrick Hogan at our offices in San Bernardino in January, 2006 to explore other ways in which the SBIAA and the IVDA could partner with CMB to invest in the former base area and create jobs.

In August of 1998, CMB made a direct public sector investment in the IVDA in the amount of \$650,000.00. This money invested with the IVDA allowed the agency to fund its portion of a federal EDA grant. Namely, the \$650,000 capital invested served as an integral matching component for millions of dollars of public economic development funds. This aggregated capital was then utilized by the IVDA for infrastructure improvements, specifically to extend and widen a main roadway through the former military base, referred to as the "Mill Street Project." These employments lead the way to the development of several parcels at the former Base, both commercial and industrial. Kohl's Department Stores developed a 605,000 square foot regional distribution center on the north side of Mill Street employing approximately 500 people. Additionally, auto parts firm, Pep Boys, has now located a large distribution center accessible from Mill St. as well as the new Medline Industries' facility. The Stater Bros. grocery chain facility (currently under construction), located near the intersection of Happy Shepherd Boulevard and Tippecanoe, will also take advantage of the additional accessibility provided by the widening of Mill St. The estimated direct and indirect increase in jobs resulting from these four new facilities will be substantial.

Mr. Maurice Berez
Page 2
September 1, 2006

The IVDA successfully used CMB's investment to augment the funds available for development. Thus, CMB's funding was integral to the redevelopment efforts and related job creation that have occurred in recent years. The eventual outcome of this investment was that a relatively small amount of investment capital helped to generate thousands of new jobs.

The IVDA and its sister agency, the San Bernardino International Airport Authority will begin to focus on expanding and updating the San Bernardino International Airport. We are looking to work once again with CMB to help us implement plans for future development at the former base. We are considering several new airport improvement projects in which CMB may play a substantial role. These include improving existing facilities at the Airport as well as the construction of new airport facilities which may include some or all of the following projects:

- Construction of the Asphalt Hard Cap, Airport Land Fill Property (est. \$3.5 million)
- Construction of the Airport Maintenance Facility (est. \$2 million)
- Matching funds for Federal Road Improvement Projects (est. \$2 million)
- Funds for equipping and remodeling the Airport Terminal and associated roadways and parking areas to meet TSA standards (est. \$16 million)
- Other grant matching funds to rehabilitate hangars and interior road and infrastructure systems to accommodate new development (\$2 million)

Please review this information at your earliest convenience. Should you need additional information relating to any matters discussed above, please feel free to contact me at (909) 382-4100 x 245. Thank you.

Best regards,

**INLAND VALLEY DEVELOPMENT AGENCY AND
SAN BERNARDINO INT'L AIRPORT AUTHORITY**



Michael P. Burrows
Assistant Director

MB/kb

cc: Donald L. Rogers
Alex Estrada
Martin Romeo

I:\worddoc\2006\mb\spet\011.USCIS.doc



San Bernardino International Airport

294 S. Leland Norton Way, Suite #1
San Bernardino, CA 92408
www.sbdairport.com



SAN BERNARDINO



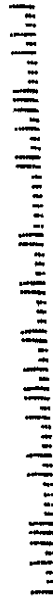
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MAURICE R BEREZ
CHIEF ADJUDICATION OFFICER
INVESTOR & REGIONAL CENTER UNIT
BUSINESS & TRAD SERVICES
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20 MASSACHUSETTS AVE NW 2ND FL
WASHINGTON DC 20529

20529+5001





CMB EXPORT LLC
 A FEDERALLY-DESIGNATED REGIONAL CENTER
 MIDWEST EXECUTIVE OFFICES
 4507 49TH AVENUE
 MOULNE, IL 61265 USA

PATRICK F. HOGAN
 PRESIDENT



CMB EXPORT LLC
 A FEDERALLY-DESIGNATED REGIONAL CENTER
 MIDWEST EXECUTIVE OFFICES
 4507 49TH AVENUE
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WILLIAM F. HURLEY
 EXECUTIVE DIRECTOR

TELEPHONE: (309)797-1500 OR 800-238-8022 • FACSIMILE: (309)797-1655
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 WEBSITE: www.cmbeb5visa.com • E-MAIL: cmbexport@aol.com

Corona Professional Center • 400 S. Ramona Avenue • Suite 212AA • Corona • CA • 91719 • USA

December 22, 2006

Dear Mr. Berez:

It was a pleasure meeting with you and Ms. Rodriguez-Hale on Wednesday. It is quite a change from the late 1990's to have defined parameters for the EB-5 program. Additionally, it is quite a change to have administrators who understand and believe the EB-5 program will make an environment whereby EB-5 can begin to achieve the results that were envisioned by its founders.

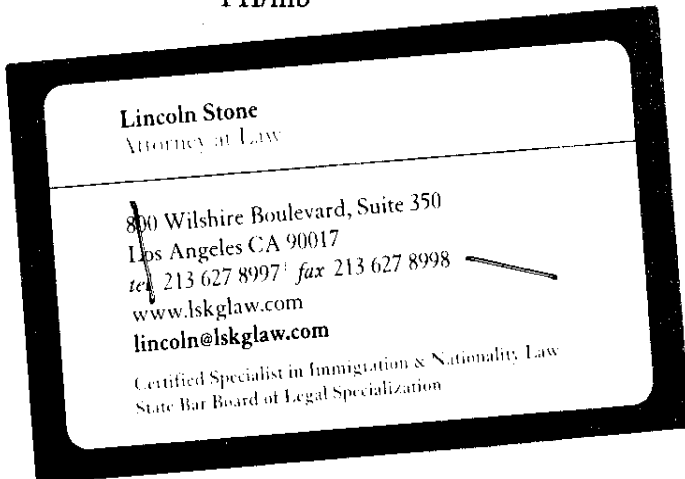
After showing you what a small investment by CMB in 1999 has become today, I have found peace that although not a single foreign investor received a visa, we did do it right.

I look forward to utilizing the EB-5 program to rehabilitate the closed military bases and the communities in which they reside. This is a great business opportunity. I am more than ready to get to work. Thank you again for your time.

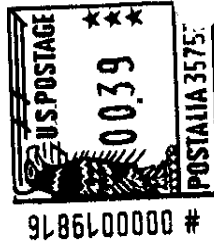
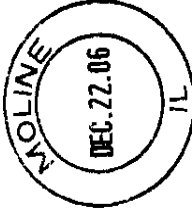
Sincerely,

Patrick F. Hogan, President
 CMB Export

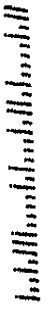
PH/mb



CMB EXPORT
4507 49TH AVE
MOLINE, IL 61265



MORRIE BEREZ
OFFICE OF PROGRAM & REGULATIONS DEVELOPMENT
OFFICE OF DEPARTMENT OF HOMELAND SECURITY
111 MASSACHUSETTS AVE., N.W., 3RD FLOOR
WASHINGTON, D.C. 20529





STONE & GRZEGOREK LLP

800 Wilshire Boulevard, Suite 350
Los Angeles CA 90017
tel 213 627 8997 | fax 213 627 8998
www.lskglaw.com

November 20, 2006

Sent via Express Mail

Mr. Maurice R. Berez
Chief Adjudications Officer
Investor and Regional Center Unit
U.S. Citizenship and Immigration Services
20 Massachusetts Avenue, NW (ULLICO Building, 3rd Floor)
Washington, DC 20529

Re: **CMB Export LLC**

Dear Morrie:

I am enclosing documentation that you have requested concerning the regional center of CMB Export LLC, which was designated as a regional center on August 15, 1997. Specifically, enclosed please find a copy of the materials submitted in support of the proposal for the CMB Export LLC regional center. You will also find a signed Form G-28. This material should be read in conjunction with the papers delivered to you under cover letter dated September 12, 2006.

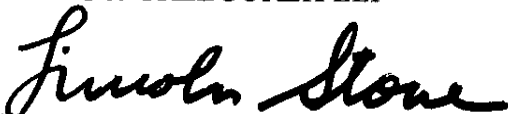
Should you have any questions concerning this regional center, feel free to contact me. You might also contact Mr. Patrick F. Hogan, the principal of CMB Export LLC, as follows:

Patrick F. Hogan
4507 49th Avenue
Moline IL 61265
Telephone: (309)797-1500
Facsimile: (309)797-1655
E-mail: cmbexport@aol.com

Mr. Hogan looks forward to speaking with you directly concerning the CMB Export LLC regional center at the earliest possible time.

Sincerely,

STONE & GRZEGOREK LLP


LINCOLN STONE

LS:cdr
Enclosures

IRCU
NOV 29 REC'D
2006

Our File: 4222.01

copy of
original
submission

Notice of Entry of Appearance
as Attorney or Representative

Appearances - An appearance shall be filed on this form by the attorney or representative appearing in each case. Thereafter, substitution may be permitted upon the written withdrawal of the attorney or representative of record or upon notification of the new attorney or representative. When an appearance is made by a person acting in a representative capacity, his personal appearance or signature shall constitute a representation that under the provisions of this chapter he is authorized and qualified to represent. Further proof of authority to act in a representative capacity may be required. **Availability of Records** - During the time a case is pending, and except as otherwise provided in 8 CFR 103.2(b), a party to a proceeding or his attorney or representative shall be permitted to examine the record of proceeding in a Service office. He may, in conformity with 8 CFR 103.10, obtain copies of Service records or information therefrom and copies of documents or transcripts of evidence furnished by him. Upon request, he/she may, in addition, be loaned a copy of the testimony and exhibits contained in the record of proceeding upon giving his/her receipt for such copies and pledging that it will be surrendered upon final disposition of the case or upon demand. If extra copies of exhibits do not exist, they shall not be furnished free on loan; however, they shall be made available for copying or purchase of copies as provided in 8 CFR 103.10.

In re:	Date:
File No.:	

I hereby enter my appearance as attorney for (or representative of), and at the request of the following named person(s):

Name:	<input type="checkbox"/> Petitioner	<input type="checkbox"/> Applicant
	<input type="checkbox"/> Beneficiary	
Address: (Apt. No.)	(Number & Street)	(City) (State) (Zip Code)
	8507 49th Ave	Malibu California
Name:	<input type="checkbox"/> Petitioner	<input type="checkbox"/> Applicant
	<input type="checkbox"/> Beneficiary	
Address: (Apt. No.)	(Number & Street)	(City) (State) (Zip Code)
	SAME	

Check Applicable Item(s) below:

- 1. I am an attorney and a member in good standing of the bar of the Supreme Court of the United States or of the highest court of the following State, territory, insular possession, or District of Columbia
California Supreme Court and am not under a court or administrative agency order suspending, enjoining, restraining, disbaring, or otherwise restricting me in practicing law.
- 2. I am an accredited representative of the following named religious, charitable, social service, or similar organization established in the United States and which is so recognized by the Board:
- 3. I am associated with _____ the attorney of record previously filed a notice of appearance in this case and my appearance is at his request. (If you check this item, also check item 1 or 2 whichever is appropriate.)
- 4. Others (Explain Fully.)

SIGNATURE <i>Lincoln Stone</i>	COMPLETE ADDRESS STONE & GRZEGOREK LLP 800 Wilshire Boulevard, #350, Los Angeles, CA 90017
NAME (Type or Print) LINCOLN STONE, KATHLEEN L. GRZEGOREK	TELEPHONE NUMBER 213-627-8997 FAX: 213-627-8998

PURSUANT TO THE PRIVACY ACT OF 1974, I HEREBY CONSENT TO THE DISCLOSURE TO THE FOLLOWING NAMED ATTORNEY OR REPRESENTATIVE OF ANY RECORD PERTAINING TO ME WHICH APPEARS IN ANY IMMIGRATION AND NATURALIZATION SERVICE SYSTEM OF RECORDS:

LINCOLN STONE, KATHLEEN L. GRZEGOREK

(Name of Attorney or Representative)

THE ABOVE CONSENT TO DISCLOSURE IS IN CONNECTION WITH THE FOLLOWING MATTER:

ADMISSIBILITY BEFORE THE U.S. CITIZENSHIP AND IMMIGRATION SERVICES

Name of Person Consenting <i>Patrick Hogan</i>	Signature of Person Consenting <i>Patrick Hogan</i>	Date 11/11/00
---	--	------------------

(NOTE: Execution of this box is required where the person being represented is a citizen of the United States or an alien



U.S. Department of Justice
Immigration and Naturalization Service

COPY

HQ 70/8.5-C

425 I Street NW.
Washington, DC 20536

AUG 15 1997

CMB Export LLC
c/o Corona Professional Center
400 S. Ramona Avenue, Suite 212AA
Corona, AC 91719

RE: Application for Designation as a Regional Center for CMB
Export LLC

Dear Sirs:

Pursuant to Section 610 of the Appropriations Act of 1993, CMB Export LLC has been designated as a regional center to participate in the Immigrant Investor Pilot Program. As of this date, aliens seeking immigrant visas through the Immigrant Investor Pilot Program may file individual petitions with the Immigration and Naturalization Service (Service) for new commercial enterprises located within the CMB Export LLC development area which is related to former military bases located in the counties of Sacramento, San Bernadino and Riverside, California.

Alien entrepreneurs who file petitions for commercial enterprises located in former military bases in the referenced, designated counties must fulfill all of the requirements set forth in 8 CFR 204.6, except that the petition need not show that the new commercial enterprise hired ten new employees as a result of the alien entrepreneur's investment. The petition may contain evidence that the investment indirectly created or will create full-time positions for not fewer than ten persons, using economically or statistically valid methodologies as described in 8 CFR 204.6(j)(4)(iii), through revenues generated from increased exports resulting from the Pilot Program.

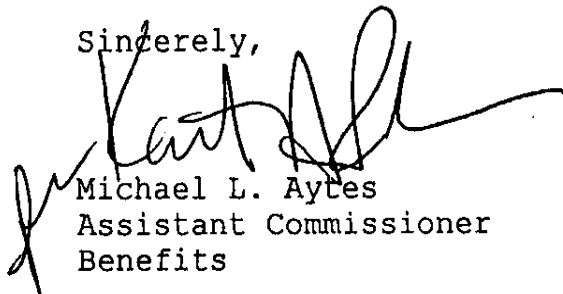
The designation by the Service of CMB Export LLC as a regional center does not reflect any determination by the Service on the merits of individual petitions filed by alien entrepreneurs under the Investor Pilot Program. All petitions for alien entrepreneurs who invest within the regional center will be adjudicated by the Service on a case-by-case basis and each petition must be fully documented. The individual petitions must be submitted to the California Service Center.

copy
of

Page 2
CMB Export LLC

If you have any questions concerning CMB Export LLC's designation under the Immigrant Investor Pilot Program, please contact Katherine Lorr at (202)514-5014.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael L. Aytes", written over the typed name.

Michael L. Aytes
Assistant Commissioner
Benefits

PROPOSAL FOR

THE DESIGNATION OF
CMB EXPORT LLC
AS
A REGIONAL CENTER

*copy
of
original proposal*

Presented by

CMB Export, LLC
6517 Valley Circle Terrace • Westhills • California • 91307

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I. INTRODUCTION

Process

CMB Export LLC (hereinafter referred to as "CMB") was formed in the state of California in 1997. The formation of CMB (an acronym for "California Military Bases") is intended to assist California communities which have experienced military base closures due to federal military base realignment, by channeling foreign national investment to businesses and to regional, city and state economic authorities. CMB intends to stimulate exports and job creation and to increase regional productivity.

The State of California bore the brunt of the closings ordered by the Federal Government Military Base Realignment and Closure Commission ("BRAC"). All told, 29 of California's major military installations are either closed or are being gradually phased out. As a result California has lost more than 187,000 jobs or nearly 60% of all the jobs lost nationally to base closures.

CMB is seeking "regional center" status for the area known as the "Inland Empire" in Southern California and the county of Sacramento in Northern California. This geographical area contains several closed military bases.

Infrastructure Improvement

In every military base closure a regional commission was established not only to minimize the impact of massive job loss, but also to develop and implement a plan for reuse of the facilities. Each of the regional commissions seeks and receives funding; this funding encompasses grants, joint venture capital and bonds. The various plans for military base reuse call for many different expenditures such as: staff salary, promotional materials, public relation functions, advertising, market research, capital improvements to the infrastructure of each base area (e.g., road improvements, utility systems, water and sewer improvement), demolition and other construction. Each development agency is seeking funding to further each project. Each project is actually competing for the same investors and businesses the other bases are seeking. Each development agency project must also compete with existing commercial entities for the same investment and jobs.

The various base closure economic development agencies are similar. Each agency has completed numerous studies such as: a master plan for each base, a market impact on both the closure and rehabilitation of the base, and numerous market studies with research on the local demographics. Each agency is empowered to sell, lease, repair and otherwise control the base property. In all instances various improvements must be made to create a facility that will attract private industry to set up shop within the base area.

The bases with the greatest reuse capability seem to be those that contain an air field or sea port. In each case the air fields are suited for air cargo. Several factors can determine the success for the base reuse. Do the local governing agencies have adequate funding to provide the capital improvements needed to attract private enterprise? Will the state and local governments offer enough incentives such as tax

breaks and zoning? Will there be enough capital infusion to both the agency and business to fund this growth? CMB can assist in funding both the economic agency through various means and by direct investment with individual businesses, causing increased employment that will impact the regional area in a positive way.

The economic impact of the base revitalization spreads beyond the actual base location. Many businesses far from the geographic center of the base will experience direct and indirect economic activity. CMB will work with both the economic agencies and the businesses creating job opportunities in the new airport projects and existing export centers within the regional center.

As an approved regional center under the pilot program CMB would immediately seek to have 40 Immigrant Investors invest a total of 40 million dollars in 1997 into the agencies and private companies within the geographic scope of the regional center. This investment will be accomplished utilizing the direct placement of investment within the regional redevelopment agencies which are responsible for the new air cargo facilities, and to the targeted private businesses whose primary product is exported. This investment will create significant economic benefits in the Inland Empire and Sacramento county. It will create significant new employment, both direct and indirect, from revenues generated from increased exports resulting from this investment.

LP The structure of the principals involved is: A Limited Partnership will be formed called CMB Export L.P. The General Partner will be CMB Export LLC. The investors who have met all the qualifications will be admitted as Limited Partners. The investors will participate in partnership meetings designed to formulate policy and direction for the overall business of the partnership.

It is the intention of CMB to immediately promote and attract immigrant investors to the project in the next twelve months and in 1998 as an approved regional center. An entity affiliated with CMB, Immigration Investment Services of Moline, Illinois, has prior experience with the U.S. immigrant investor program and is well situated to assist CMB with the solicitation of foreign investors.

II. GEOGRAPHIC FOCUS

CMB has moved forward with a business plan to establish a medium by which investment capital is available to empowered economic agencies and businesses within the geographic scope of the designated regional center. The geographic areas are that of the "Inland Empire", which is the California counties of San Bernardino and Riverside, in the heart of southern California; and the county of Sacramento in northern California. This area contains the closed or realigned military bases of George Air Force Base, Norton Air Force Base, Mather Air Force Base, Sacramento Army Depot, McClellan Air Force Base and the realigned March Air Force Base. The geographic region has lost an enormous amount of jobs.

specific

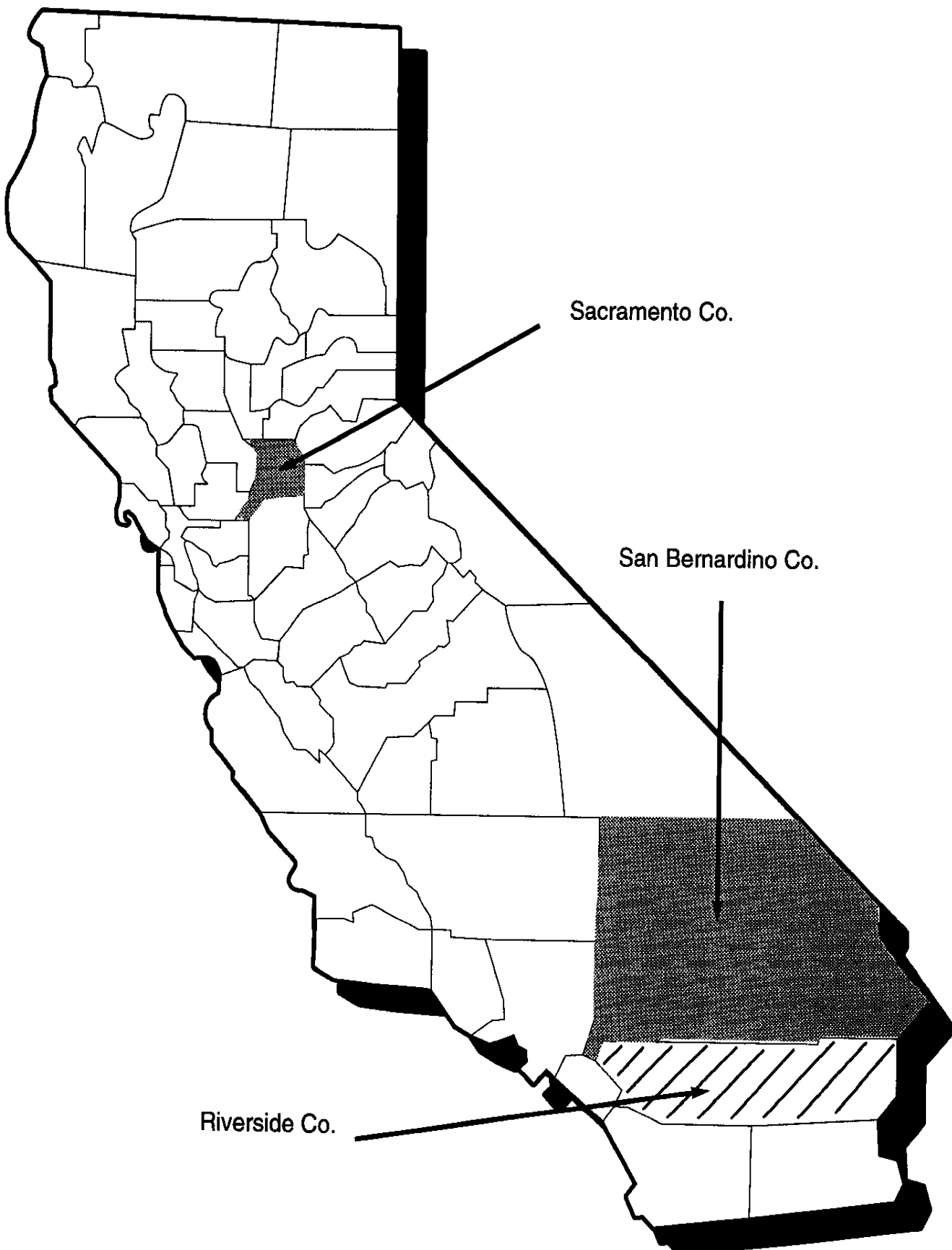
	<u>Military</u> <u>Job Loss</u>	<u>Civilian</u> <u>Job Loss</u>	<u>Total</u> <u>Job Loss</u>
Sacramento County:			
Sacramento Army Depot	334	3164	3498
McClellan Air Force Base	2757	8828	11,585
Mather Air Force Base	1988	1012	3000
Inland Empire (San Bernardino and Riverside Co.):			
Norton Air Force Base	4525	2133	6658
George Air Force Base	4852	506	5358
March Air Force Base	3000	1000	<u>4000</u>
			34,099

Geo Focus

Central to each of the reuse plans commissioned by the bases is the concept that the newly created civilian airport is the engine which will drive development. The greater the number of operations at the airport the greater the generation of economic activity at each location. Each airport has a plan that provides a guide to maximize the economic and job generation potential for the airport and the region. The airport and the surrounding development are planned to be market driven. The regional plans respond to current and projected unmet market demands with a mix of both cargo and passenger activity.

The regional center's county wide status allows the foreign investment to spill over to established export centers such as Ontario International Airport. The growth in each of these established export centers will actually cause the existing closed military base airports to be brought on line at an accelerated rate. For example: Ontario International Airport is projected to grow faster than any airport nationwide during the next ten years, tripling the number of passengers it will handle by the year 2005. Air cargo tonnage also will multiply dramatically. The Norton Air Base, now the San Bernardino International Airport, will be available to assist in handling the increasing cargo business.

Geographic



Sacramento Co.

San Bernardino Co.

Riverside Co.

III. PROMOTION OF ECONOMIC GROWTH/POSITIVE IMPACT ON REGIONAL ECONOMY

original projects

A. Overview

The entire focus of CMB is to invest in the reuse of closed or realigned military bases and to strengthen existing export centers. The impact of the closed bases on the local economies has been devastating. Each base reuse authority has been challenged to bring in new business and use the former facilities as a way to create jobs.

Most of the closed bases within the proposed regional center are former air force bases with facilities suited for cargo airports.

CMB will create significant direct and indirect jobs by its investment in the various economic engines for new business and job creation. As each airport comes "on line" cargo exports will increase. Each airport feasibility study has been completed. The studies suggest the final civilian job count of each airport will exceed that of the former military base. (See Appendix A for listing of studies and plans.)

Each base reuse plan shows the existing airport facilities to be designed as air cargo facilities. By nature air cargo is export. Each base in the past has represented a significant economic plus to the community. If the bases are successful in reaching their goal of civilian use, as an air cargo facility surrounded by light industrial communities, they will have a significant positive economic impact on the regional economy.

B. Individual Bases/Projects

1. Former Norton Air Force Base

(b)(4)

(b)(4)

(b)(4)



2. March Air Force Base

March Air Force Base covers 6700 acres. It is located in Riverside County and is bordered by the cities of Moreno Valley, Perris and Riverside.

(b)(4)



3. Southern California International Airport
(former George Air Force Base)

The Southern California International Airport (former George Air Force Base) located in the Victor Valley, within the Interstate 15 Corridor, only eighty miles

northeast of Los Angeles, is marketing itself as an air cargo alternative to Ontario or L.A.X. The airport received LAMBRA Designation (similar to enterprise zone) from the state of California in early 1996.

(b)(4)

4. Existing Ontario International Airport

The Ontario International Airport is projected to grow faster than any airport nationwide during the next ten years, tripling the number of passengers it will handle by 2005. The airport is currently involved in a 250 million dollar expansion project, which includes terminal and airfield improvements. It is projected that the airport will report handling of 400,000 tons of cargo in 1996, more than double the cargo shipped in 1995. The airport now serves the following companies as a shipping site:

- Regional hub for United Parcel Service (UPS). Cargo is collected throughout southern California by truck and is shipped by both air and rail.
- Consolidated Freight owns Emery World Wide, which operates from Ontario International.
- Burlington Air Express.
- Airborne.
- Federal Express.
- DHL Express.

Ontario will be supported in its export efforts by the newly renamed San Bernardino International Airport (formerly Norton Air Force Base).

5. Mather Air Force Base

The former Mather Air Force Base is located 12 miles southeast of downtown Sacramento. The closure of Mather late in 1993 caused an estimated 3000 military and civilian job loss to the area. A consolidated reuse plan was subsequently approved with over 150 members submitting input. The Sacramento County Board of Supervisors took control of the project and various departments are responsible for implementation of the reuse plan. The airport lease was signed in early 1995. The County Board has funded a 17 million dollar line of credit for Mather Airport to use for tenant improvements. The county is marketing the airport as an additional cargo airport in central California.

The 5800-acre Mather Field in Rancho Cordova is making major strides in its transformation from an Air Force base to a major civilian job, aviation and recreation center. For example, the County Department of Airports is now operating Sacramento Mather Airport with its 11,300 foot jumbo jet runway as an air cargo and general aviation center. Airborne Express and Emery Air Freight already have operations at the airport, and other cargo companies are coming.

The County has engaged the development firm of McCuen Properties LLC, to be its exclusive agent in the redevelopment efforts at Mather. McCuen Properties LLC is currently working with SACTO (Sacramento Area Commerce & Trade Organization), with the State Department of Trade & Commerce, with local real estate brokerage firms and with national and international site location consultants to provide potential user companies with information on the benefits of locating a business facility at Mather. To facilitate tenant service, McCuen Properties LLC has established an on-site marketing center and property management office.

(b)(4)

6. Sacramento Army Depot

The Sacramento Army Depot is a great example of a private enterprise working closely with government and local empowered economic agencies. The entire base

is now leased to two major tenants. Packard Bell moved its entire manufacturing plant and corporate offices onto the depot. As of August of 1995 Packard Bell had a work force of 5,000.

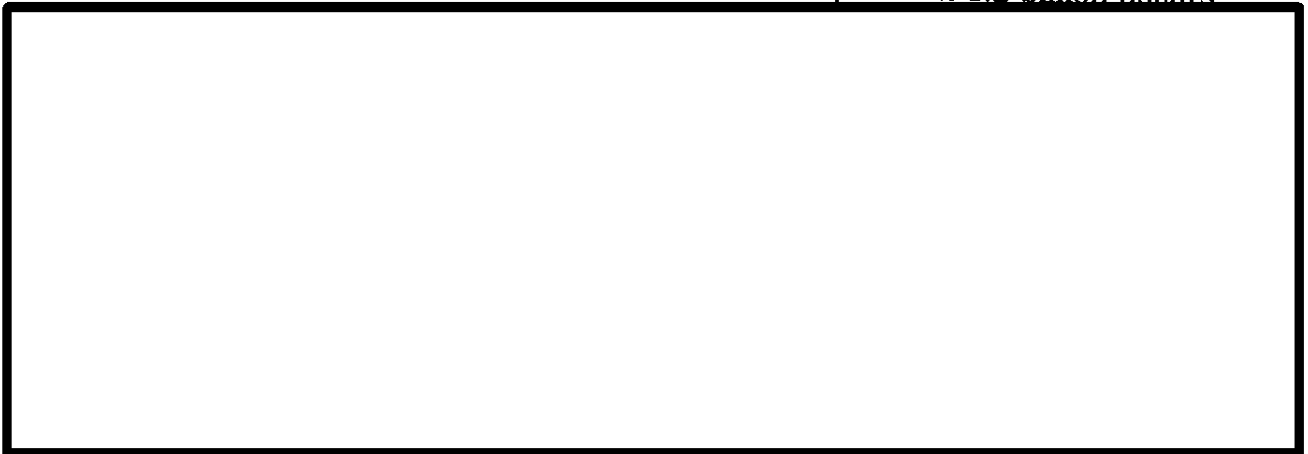
The Sacramento Army Depot now employs more people than at the time of its closure. It must be pointed out that financing for improvements and implementation of the base reuse was critical in making this plan work.

CMB is seeking to assist the other affected bases with this type of financing. Foreign investment capital made available to each of the airport authorities is likely to have the same impact of job creation, productivity increase and a general increase in overall regional and national productivity.

7. McClellan Air Force Base

The closing of McClellan Air Force base represents a unique challenge for Sacramento County and the state of California. There is no formal reuse plan. The base is still operational by the Air Force yet scheduled for closure by September 30, 2001. The county of Sacramento local redevelopment authority is challenged with implementing a plan for the reuse of the base while it is still being used by the Air Force.

The base job loss is projected at 11,585. The airport has many modern facilities yet is burdened as having the second worst environmental contamination of any military installation in the nation, with estimated clean-up cost at 1.2 billion dollars




(b)(4)

8. Summary of Projects

CMB, a company with capital to invest within the projects listed above, would become an engine for job creation and regional productivity. In measuring the potential direct and indirect jobs created by investment into the closed military base projects or the existing export port of Ontario, the economic information provided by the various economic forecasts and studies shows job growth and regional productivity increasing. Each project has the potential to be a major export hub.

The State of California Trade and Commerce Agency has just launched a \$1 million marketing campaign to showcase the economic opportunities available in the military base areas. The Agency is very active in coordinating the efforts of the California Defense Facilities Marketing Association. (See Appendix B.)

The following letters received from economic agencies show the level of local interest and willingness to participate in the plan put forth by CMB. Of particular importance, the two letters from the Inland Valley Development Agency (IVDA), demonstrate that a Regional Center status would help foster job growth and promote regional productivity. The two letters indicate a need by the economic agencies for funding and how quickly that funding is needed. The IVDA is not only promoting Norton as a cargo airport but also a world trade center and a general business incubator. CMB Export as a Regional Center will be poised to assist IVDA in establishing this former military base as a jobs creation center.



Inland valley

development agency

A regional joint powers authority dedicated to the reuse of Norton Air Force Base
for the economic benefit of the east valley

April 24, 1997

Mr. Patrick F. Hogan
Immigration Investment Services
1050 36th Avenue
Moline, IL 61265

Dear Mr. Hogan:

I enjoyed the presentation concerning the Immigration Act of 1990, more particularly the Regional Center concept of creating jobs directly and indirectly through exports.

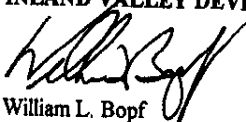
We discussed the Regional Joint Powers Authority of the Inland Valley Development Agency. I can see where a program such as your proposed Regional Center could help our existing Ming Development Plaza project and possibly the proposed International Center for Trade. Our request for proposals for the Center for Trade are due May 12, 1997 on that 157-acre site.

As the Executive Director of the Inland Valley Development Agency, I will submit your proposals to our Board once you have your Regional Center approval from the Immigration and Naturalization Service. I look forward to possibly having your Regional Center and foreign investment capital as another tool in advancing the reuse of the former Norton Air Force Base into the San Bernardino International Airport and Trade Center.

Good luck on your application and I look forward to working with you in the future.

Sincerely,

INLAND VALLEY DEVELOPMENT AGENCY

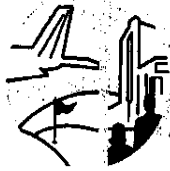

William L. Bopf
Executive Director

BB:pc

worddoc/apr97/4981.doc

*JUDY COE of letter
showing initial interest*

**inland
valley**



development agency

A regional joint powers authority dedicated to the reuse of Norton Air Force Base
for the economic benefit of the east valley

April 22, 1997

VIA FAX

Mr. Patrick F. Hogan
Immigration Investment Services
1050 36th Avenue
Moline, IL 61265

Dear Patrick:

After our meeting, several opportunities arose which I would like to share with you as potentials for future investment. These opportunities are as follows:

Opportunity #1

Tire Recycling Company:

This company will totally recycle tires by mechanically pulverizing the old tires into various sizes of product. The resulting pulverized material is used for a host of emerging opportunities i.e. fence posts, paving, rubber mats, building materials and many other applications which exceed my knowledge.

Capital Cost: This company needs approximately \$2.5 million for equipment purchase and approximately \$2 million - \$2.5 million for building and land acquisition. A package of \$5 million to \$6 million will accommodate the company's needs.

We are considering to offer the site to the company on a build-to-suit basis. Therefore, you might be able to lend the money directly to the Inland Valley Development Agency (IVDA). In this regard, there would be no problem in the creation of jobs and we could work with either program that you design.

A need for this project is almost immediate, approximately two to three months for initial capital commitment and six months total for build out. The Agency owns the land and the zoning is in place. The project is practical and could move fast.

201 North "E" Street, Suite 203, San Bernardino, CA 92401-1507 909/885-4832 FAX 909/386-7591

Mr. Patrick Hogan
Page 2
April 23, 1997

Opportunity #2

The IVDA is considering the construction of a business incubator building of between 30,000 square feet to 40,000 square feet. The Agency owns the land and could retain ownership of the building and the land. The approximate cost for the construction of this building would be between \$3 million to \$4 million. Again, this could be financed directly to the IVDA and may or may not have tax exempt opportunities.

The Agency already operates two incubators of approximately 24,000 square feet in total. By adding a third building specifically built for that purpose could add approximately 40,000 square feet of new available space. This project could definitely produce jobs and will have no problem in making the INS goals on either of your program.

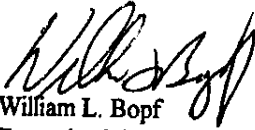
Pat, I hope that these two projects will give you some idea of the potential. These projects could be financed using tax revenue bonds, possibly tax exempt bonds and straight loans with deed of trust. As I indicated, the need on both of these projects is relatively immediate and could be excellent candidates for your revenue generated by your Immigration Investment Services.

I am sending copies of this same opportunities to Antonio since we work closely and I had discussed this briefly with him. We are looking for 5% to 6% money taxable and 4% to 5% money on tax exempt basis.

Please contact me at your earliest convenience if you are interested in these projects.

Sincerely,

INLAND VALLEY DEVELOPMENT AGENCY


William L. Bopf
Executive Director

BB:pc

cc: Antonio Santillan

worddoc/apr97/4951.doc

McCUEN
PROPERTIES LLC
Development & Investments

April 25, 1997

Mr. Patrick F. Hogan
Immigration Investment Services
1050-36th Avenue
Moline, IL 61265

Dear Mr. Hogan:

As you know, McCuen Properties is a private sector development company located in Sacramento, California. The County of Sacramento has acquired the former Mather Air Force Base from the federal government under an economic development conveyance transfer. McCuen Properties has been selected by the County of Sacramento as its agent to foster redevelopment of the former base. Toward that end, we welcome proposals that may serve to foster job growth at Mather.

We are pleased with the near term successes that have been realized at Mather. With the relocation of Airborne Express and Emory Worldwide to Mather Field, Sacramento County's efforts to establish an air cargo hub have begun to bear significant fruit. We have recently completed a 55,000 square foot project for McGraw-Hill, and we have significant interest in Mather Field from other private sector companies.

Your regional center is one potential source of financing for our Mather Field activities. Your company could potentially advance funds directly to the Sacramento Redevelopment Agency, which would utilize the moneys to finance our new projects. Mather Field is currently funded on a project-by-project basis.

Please keep me informed on your progress to be designated a Regional Center as it may well assist Mather in its quest to become a significant cargo airfield and economic center.

Sincerely,



Marc A. Sussman
Chief Financial Officer

MAS:mf

3604 Fair Oaks Boulevard
Suite 200
Sacramento, CA 95864
916/481-6300
Facsimile 916/481-6441

CALIFORNIA

About-Face: Pest for inaction m to review poss

Real-Estate Investors Plan Attack On State's Former Military Bases

By SHEILA MUTO
Staff Reporter of THE WALL STREET JOURNAL
The next hot real-estate play in California may be military bases.

Some of the real-estate industry's most prominent names—including Carlyle Group, Starwood Capital Group L.P. and Lehman Brothers Inc.—are beginning to consider pouring their money into some of the 80,000 acres of closed base property across the state. If it pans out, the money would be a godsend for some local communities: California has been hit harder than any other state by base closures, and many localities here have been struggling to replace the nearly 102,000 military and civilian jobs lost as a result.

The interest of the investment community's heavy hitters represents a marked turnaround from recent years. Since 1988, when the Defense Department began shuttering some 29 military facilities throughout California as part of its post-Cold War transition, many of these sites have proved extremely difficult to make ready for commercial use. Some parcels have been plagued with extensive environmental contamination. Others have been saddled with buildings and other infrastructure that have failed to meet state codes.

Meanwhile, real-estate developers have complained about a cumbersome bureaucratic process for transferring the title of base properties. And the recent recession didn't help things, either.

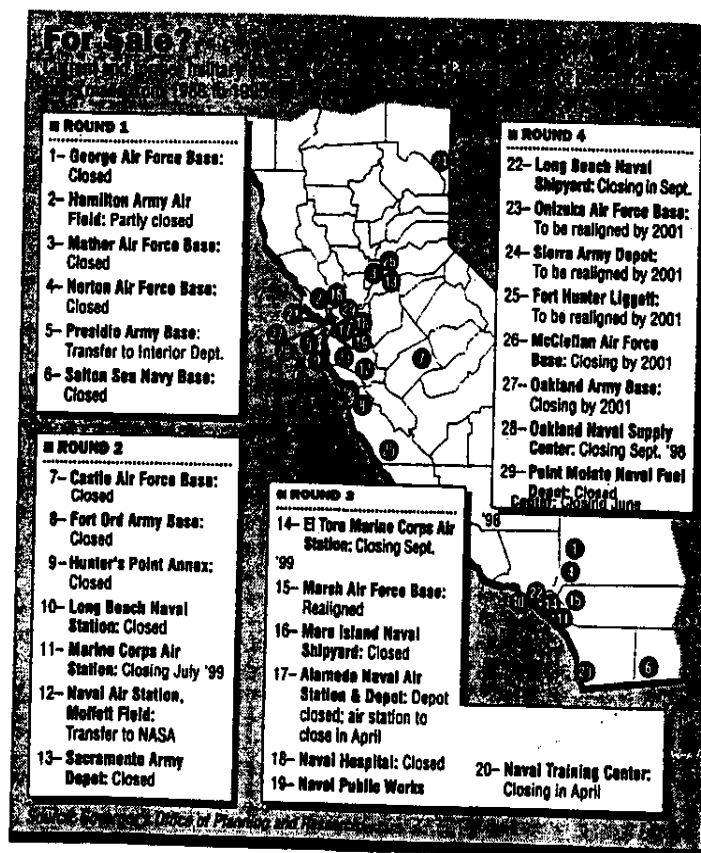
Yet suddenly, a confluence of programs and legislative efforts at the federal and state levels—coupled with the upturn in California's economy—is making the base-conversion picture look brighter than it has in the past decade.

"We think some of these sites are irrepressible in terms of development potential," says Dan D'Aniello, managing director of Carlyle Group, a Washington-based private equity investment firm whose partners include former Defense Secretary Frank Carlucci and former Treasury Secretary James Baker.

The California bases offer "very well-located real estate," Mr. D'Aniello adds. "We see an opportunity for premium returns."

A Fund Is Born

Mr. D'Aniello notes that his firm's Carlyle Realty division is planning to launch a real-estate investment fund worth as much as \$500 million to target former military



bases and other "underperforming and nonperforming" properties. He adds that Carlyle, which already has made bids on military installations on the East Coast and abroad, may be looking for properties in California within the next four years.

To be sure, some closed bases have already been successful in seeing private industry locate on-site. For instance, three air cargo carriers—Airborne Express, Emery Worldwide and Daylight Air—have been among the companies that have opened operations at Mather Air Force Base in Sacramento, which was shut down in 1993. And the Sacramento Army Depot, closed in 1995, brought in computer manufacturer Packard Bell Electronics Inc., which moved its headquarters and a large assembly plant there. That alone brought in nearly 4,500 jobs.

But in these cases, the military still owns the base properties; it is simply leasing space to the companies that have located there.

A Different Approach

What's unfolding now is much different: Private developers are increasingly hopeful that they will be able to get their own hands on closed California bases. And that, in turn, has given renewed hope to communities affected by the shutdowns. "There are lots of encouraging signs," says Ben Williams, deputy director of the governor's Office of Planning and Research.

One indication of the changing landscape: Just a year ago, only 10 communities had approved reuse plans for the 25

Please Turn to Page CA3, Column 1

Investors Target Former Military Bases

Continued From Page CA1

bases that have closed or will close in California by 2001. Today, 22 communities have an approved plan in place.

Last month, city government officials overseeing the redevelopment of March Air Force Base in Riverside selected March Inland CargoPort Development LLC—a Moreno Valley-based company composed of local investors and Lynxx Group of Austin, Texas—to build a 350-acre air-cargo facility.

Bound to be particularly hot are those bases in the Bay area, where big parcels of available real estate are scarce. Among these are the Mare Island Naval Shipyard in Vallejo, in which Lehman Brothers has expressed interest, according to Alexander "Duke" Bascom, a manager in the San Francisco office of E&Y Kenneth Leventhal Real Estate Group, which is overseeing the facility's conversion. Lehman Brothers officials declined to comment.

"There's some pretty prime land" in California, says Barry Sternlicht, chief executive officer of Starwood Capital Group, a Greenwich, Conn., real-estate investment firm that has already purchased a portion of Cameron Station, a shuttered Army base in Alexandria, Va. "We have significant interest. I think everyone does."

Complaints Remain

Actually, that may be a bit of an overstatement. Some real-estate executives say that while some strides have been made to speed along the conversion process, they continue to be frustrated by its pace.

"Things are slowly getting better, but I don't think California bases are far enough along," grouses Tom Gram, a partner in Emeryville with Martin Group of Cos. His San Francisco-based development company—with partial financing from Goldman, Sachs & Co.—has been involved for eight years with a reuse plan at Hamilton Air Field in Novato. But so far, progress has been stalled because the military has yet to turn over title to the property.

Long Beach officials are similarly frustrated by snail-pace negotiations with the Navy for the transfer of the property at the local Naval station where Vestar Development Co. of Phoenix, Ariz., is planning to build a 70-acre retail-entertainment center. And even at Mare Island—the property that has evidently attracted Lehman Brothers' attention—the Navy was expected to complete environmental cleanup and transfer ownership of the property to the city of Vallejo by the end of last year. However, that has yet to happen.

"People want it to happen, but you've got so many moving parts between the city and the Navy that this is just not moving quickly," says Ed Thrift, executive vice president of Lincoln Property Co., a Foster City-based real-estate firm that is sitting on plans to build an office park of two million square feet at Mare Island.

Yet other developers say that, while they are bound to continue encountering some rough spots, the conversion process is starting to improve to the point that it makes sense to invest large sums in these sites.

"The government is finally moving from talking about getting rid of the surplus facilities to actually doing it," says Starwood Capital's Mr. Sternlicht.

One measure that has clearly helped was part of a 1994 federal legislative package under which local redevelopment agencies can negotiate payment terms and

conditions before title can be turned over to an outside developer.

Often, though, this process is painfully slow. For example, the Navy spent less than half of the \$26 million it had allocated for the 1997 fiscal year on remediation at Mare Island, which has a total estimated cleanup bill of \$350 million. Instead, the funds were diverted to other Defense Department priorities, such as the Bosnian conflict.

To remedy this, the city of Vallejo has asked Democratic Sen. Dianne Feinstein to sponsor legislation allowing base cleanups to be funded by special bond issues floated by private investor groups—but that have the backing of the federal government and the local redevelopment agency. That way, all the cleanup money would come up front, instead of dribbling out year by year as part of the Washington budget process.

A spokeswoman for Sen. Feinstein says that while aides are looking into such a proposal, the senator hasn't yet reviewed it, much less decided whether she will actually sponsor any legislation.

Marketing Campaign

Meanwhile, to further help the conversion process, the state Trade and Commerce Agency is also preparing a \$300,000 advertising campaign to market California bases. The initiative, called "The Great California Land Grab," is financed by a federal grant, state matching funds and \$500 from each of the 18 base communities that have agreed to participate.

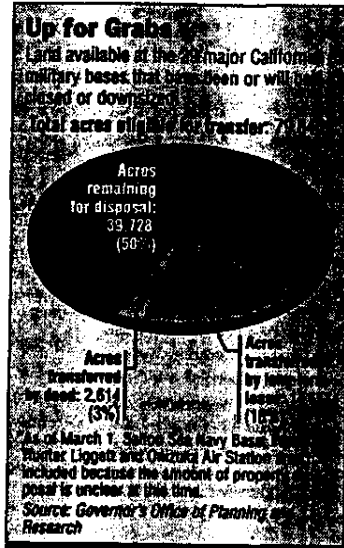
For about six months beginning in May, the agency will place ads in such trade publications as *Plastics News*, *Air Cargo*, *Business Week International* and the *Red Herring*, which tracks venture capital.

Using such slogans as "Land on the Deal of a Lifetime," the ads are aimed at attracting corporate executives from nine sectors: light industry, aircraft maintenance and repair, aircraft manufacturing, cargo airlines, metal products, plastic products, wholesale distribution and warehousing, computer and communication equipment manufacturing, and motion-picture and commercial production. The governor's budget requests \$500,000 over the next two years to continue funding the campaign.

"We can't do institutional marketing at the local level," says Mr. Bopf, of the Inland Valley Development Agency, which is joining the marketing effort. "It's like throwing feathers in the wind."

In addition, Trade and Commerce has also begun offering as much as \$300,000 in matching grants on federal economic-development funds for closed bases. The agency has \$3 million to offer this year and expects to pony up the same amount next year.

"If it all works out, we'll see a lot more activity and jobs created," says Paul Hiller, manager of defense conversion at Trade and Commerce. "We'll see a lot more successes."



conditions for base properties instead of being forced to pay the Defense Department the estimated fair market value.

Using this provision, the Inland Valley Development Agency purchased 585 acres of Norton Air Base in San Bernardino for \$52 million—with no down payment, no interest and 15 years to pay. In January, the agency then closed on the state's first commercial military-base property sale to Ming Plaza Development Co. of Loma Linda for a 30-acre hotel complex and an ice-skating arena and hockey facility. And the agency is currently reviewing bids from developers to build a trade center or business park on an additional 157 acres.

"Things have changed so that I can finally begin offering economic opportunities to developers," says William Bopf, executive director of the development agency. "The government is finally realizing that antiquated laws won't work in base reuse."

Cleaning Up

Another area in which the government may soon provide assistance is in accelerating environmental cleanup, which is needed to at least some extent at virtually all of the California bases. Currently, it's up to the Defense Department to get rid of any environmental hazards at military fa-

IV. EXPORT SALES

CMB has selected the geographic region because of the potential of each former military base to become a significant facilitator of exports. Each of the bases contained in the regional center has current plans to utilize the airport for cargo export. The plans not only include direct exports but the creation of trade centers, light manufacturing, assembly plants, and other international and domestic business activities. Each base reuse plan is extensive and is several inches thick. The base reuse plans are available upon request (see list of plans in Appendix A).



V. METHODOLOGIES FOR FORECASTING AND VERIFICATION OF JOB CREATION

The various opportunities for investment by CMB allow for several forecasting and methodology tools to be used to forecast and verify job creation, i.e.:

A. **Use of Payroll Registers and Other Company Records.**

The investments made by CMB will create U.S. jobs directly and indirectly in companies located within the geographic zone. Companies which benefit from this investment will be required to release company records showing the job creation, i.e. payroll records and I-9 forms.

B. **Export Sales = American Jobs.**

By investing in specific companies that export goods or services, CMB will create jobs by making capital available for those companies to begin or increase sales. By financing economic agencies whose sole purpose is to actively market each former military base as a cargo airport and incubator for manufacturing CMB will cause export sales to rise. New sales and increase of existing sales would occur. In both cases above the methodology used to determine job creation and growth would be based on the well established correlation between export sales and jobs. One only needs to look at the North American Free Trade Agreement (NAFTA) and the General Agreements on Tariffs and

Hale, Paola Rodriguez

From: Bill Hurley [REDACTED] (b)(6)
Sent: Tuesday, February 06, 2007 10:53 PM
To: Hale, Paola R
Subject: CMB documents - electronic versions

Attachments: 503097919-Amended_Business_Plan_IVDA_v9.doc; 2453530210-
RevisedSanBernardinoMultiplierReportIMPLAN_1_10_07.pdf



Amended_BusinessRevisedSanBernardi
_Plan_IVDA_v9.... noMultiplier...

Dear Paola:

I hope this finds you well and that you were able to correct your computer-IT issues without too much hassle.

It was nice speaking with you today regarding our efforts forward on to you the reports on the CMB Regional Center that Mr. Berez had requested at our December meeting.

I have attached electronic versions of our Consolidated Business Plan-Summary of Investment Terms report as well as an updated Economic Methodology report prepared by an outside expert.

Thank you for your anticipated attention to this matter. Please do not hesitate to contact me if you have any questions or require additional information.

Regards,

Bill Hurley
Executive Director
CMB Export LLC
(773) 793-7632



CMB EXPORT LLC *A Federally-Designated Regional Center*

Midwest Executive Offices 4507 49th Avenue, Moline, Illinois 61265 Phone: 309-797-1500 Facsimile: 309-797-1655

CMB INVESTMENT GROUP A, L.P. A CALIFORNIA LIMITED PARTNERSHIP

- **Consolidated Business Plan of CMB Export
A Federally-Designated Regional Center**
- **Summary of Investment Terms**
- **Updated Economic Impact Analysis**

January 10, 2007

General Partner - CMB Export, LLC A Federally-Designated Regional Center

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4507 49th Avenue, Moline, IL USA 61265
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California Mail Offices
Corona Professional Center
400 S. Ramona Avenue, Suite 212AA,
Corona, California, USA 9287

I. MISSION STATEMENT

The overall objective of CMB Export LLC ("CMB") is to provide qualified foreign nationals a reasonably safe and secure investment vehicle, whereby their investment in a CMB Export Limited Partnership will result in a permanent visa for our investor and his/her qualified family members. CMB's investment strategy is focused on meeting the requirements set forth by the United States Citizenship and Immigration Service ("USCIS") for immigrant investor visas and at the same time employing the invested capital to create jobs and economic growth within the scope of our Federally Designated Regional Center.

II. CMB EXPORT LLC

The 1993 Base Realignment and Closure Commission ("BRAC") recommended various military bases in the United States be closed or reduced. The recommendations were accepted by both Congress and the President. A total of 29 California bases were either closed or reduced. As a result California has lost more than 187,000 jobs or nearly 60% of all jobs lost nationally to base closures. Since 1993 there have been five separate announced Base Realignment and Closure recommendations. Those further BRAC announcements have caused tens of thousands of additional job losses in throughout the state.

In early 1998 CMB applied for and earned a Regional Center designation by the U.S. Immigration and Naturalization Service which is predecessor agency to the USCIS. The geographic scope of the Regional Center is centered around closed U.S. military bases in California, hence the acronym, "CMB" (California Military Base). There are six former military bases located in the area known as the "Inland Empire" in Southern California and the County of Sacramento in Northern California. CMB's specific focus is those former U.S. military base areas located in these two regions that have been affected by U.S. Base Realignment and Closure Commission specifically those former military bases identified in our Regional Center application and approval are: George AFB, Norton AFB, March AFB, McClellan AFB, the Sacramento Army Depot and the Mather AFB

CMB has accomplished much since the date of its founding while the business, legal and regulatory climate has continued to evolve. Yet the basic concept of CMB has not changed. CMB has continued to research and implement investments in those military bases in California associated with its Regional Center designation. CMB's broad goals are two fold:

- (i) to assist the California communities, which have experienced adverse economic effects due to federal military base closures, by making direct investments in private enterprises as well as public investments in state and local government economic development authorities charged with the redevelopment of the closed military bases located within the CMB Export Regional Center.
- (ii) to create and establish various limited partnerships that serve as an investment vehicle to make the above described investments that simultaneously provide the best opportunities for foreign nationals applying for an EB-5 visa with the USCIS.

Prior CMB Export investments have focused on the former Norton Air Force Base in San Bernardino California and its reuse authority the Inland Valley Development Agency ("IVDA"). CMB also made private sector investments in a Canadian Company called Poly-Pacific which relocated to California and created new jobs pursuant to negotiations with CMB. CMB investments have continued to evolve providing an operating history of the CMB regional center. The IVDA has documented job creation that resulted from this investment which they have entitled the "Mill Street Project". It is estimated that this project has generated over 1600 jobs to date and continues to be a factor in the ongoing economic development of the region.

III. THE INVESTMENT FOCUS

CMB has six former military bases in the geographic scope of its designated regional center. Phase I of our investment focus will center on the former Norton Air Force Base located in Riverside/San Bernardino in central California. This area is also known as the Inland Valley. CMB has a working history with the redevelopment authorities charged with the redevelopment of this former military base. (see above) It is the intention of CMB to fully fund the investment request of the IVDA and its sister agency the San Bernardino International Airport Authority ("SBIAA"). The IVDA has requested capital in the amount of \$38.1 million to fund various infrastructure projects.

A. IVDA/SBIAA

The Inland Valley Development Agency is a joint powers authority comprised of the County of San Bernardino and the Cities of San Bernardino, Colton and Loma Linda. Formed in 1990, the IVDA is responsible for the redevelopment of the former Norton Air Force Base. The land use designations within the project area include: light and heavy industrial, office, commercial and residential. The IVDA development area map is attached here to as "Exhibit A".

Under the umbrella of the IVDA is the San Bernardino International Airport Authority, a joint powers authority comprised of the County of San Bernardino and the Cities of San Bernardino, Colton, Loma Linda and Highland. Formed in 1992, the SBIAA Commission oversees the aviation portion of the former Norton Air Force Base of approximately 1300 acres.

The San Bernardino International Airport ("SBIA") is marketing itself as a second cargo airport in the Inland Empire as well as regional commercial aviation facility. Its primary success will depend upon the efforts of the IVDA and the SBIAA. These regional development agencies are empowered to actively work with other jurisdictions and private sector firms to provide the needed investment and support structures that will generate economic growth. The IVDA and the SBIAA have several projects in the planning phase that will create this needed economic growth and create new jobs.

The goal of the IVDA and SBIA is to generate both short and long term business enterprises yielding significant job creation. Increased business activity will offset the adverse economic impact that closure of the Base has had on the surrounding communities. The mission of the Airport is to be a public, mixed-use, financially self-sustaining commercial service airport to serve the Southern California area over the life of the facility in the following respects: a.) as a regional airport for domestic and international air service; and b.) as a regional industrial trade center. The IVDA and SBIA's goals are ambitious: a.) generate employment opportunities; b.)

develop domestic and international commercial air carrier service; c.) develop reuse of specialized facilities; d.) attract aviation and transportation dependent industries; and e.) take a leadership position in promoting development of the San Bernardino-Riverside area.

The IVDA and SBIA are poised to play a major role in the development of the air service market in Southern California. The combined agencies have the capacity to provide regional air traffic for domestic and international air service, both commercial and cargo, along with the necessary support for major and smaller carriers. In fact, in 2005 the SBIA issued updated reports of the Airport Master Plan and the final Terminal Space-Needs Study completed in early 2006. Both reports show evidence of an ambitious plan for the Airport and surrounding areas formulated by the IVDA and the SBIAA working jointly. The Airport Master Plan lays out a nine-point capital improvement plan. This plan calls for the extension and widening of airport runways and taxiways, lighting improvements, the addition of a heliport, acquisition of airport fire fighting vehicles, upgrading airfield markings, the construction of a terminal access roadway system, and the development of a new passenger terminal including new gates and parking facilities. It is the intention of CMB Export to be a partner with the IVDA in its efforts to be an engine for economic development and jobs.

IV. BRIEF PROJECT DESCRIPTION

There are five separate sub-projects related to master reuse plan of the former Norton Air Force Base (now known as the San Bernardino International Airport). The IVDA and the SBIA have made a request for CMB to invest \$38.1 million for the financing of these projects over the next 12 months:

1. Construction of Hard Cap Airport Land Fill Property (\$3.5 million)
2. Construction of Airport Maintenance Facility (\$2 million).
3. Road improvement projects.
 - a) \$4 million in matching fund, 1-10 ratio thus enabling a \$44 million dollar road works project.
 - b) Central Avenue project costs to improve this road are \$5.2 million. Bid advertisement will be in January 2007.
 - c) Stater Bros. access road in the spring of 2007, cost \$3.8 million.
 - d) Lena Road/Central Avenue project, construction is June 2007 with a cost of \$3.6 million.
4. Funds to begin the first phase of the remodeling and equipping the Airport Terminal to current TSA standards (\$15 million).
5. Other grant matching funds to rehabilitate hangars and interior road and infrastructure systems to accommodate new development (\$1 million).

The timeline for funding the various projects is dependant upon two criteria. The ability of CMB to raise the needed capital and the priority of each project as outlined by the IVDA. As of the first quarter of 2007 the projects that are priority are:

- The hard cap project (currently out to bid).
- Central Avenue Project (spring 2007).
- Stater Bros. access road (spring 2007).
- The remaining projects are anticipated to begin in 2007 depending on the ability of CMB to raise the appropriate capital.

A. HARD CAP

The expansion of the former military base as a warehouse and distribution center has fostered the requirement for a staging area for the multitude of trucks servicing this distribution complex. The hard cap is a vital requirement for future expansion including bringing the Stater Bros. distribution complex to the IVDA. This project involves utilizing land on the military base that is unavailable for construction of buildings. This is the site of the former military base landfill. The plan is to hard cap the area to allow for a staging area for the large number of trucks servicing the warehouse developments on the airport property. The first CMB investment in 1998 provided the road improvements for the eventual locating of major retailers' warehousing and distribution facilities on the former Norton Air Force Base. Today, Kohl's western distribution warehouse (employing over 500), Pep Boys, Mattel, and Medline Industries and the anticipated Stater Bros. project will be serviced by the facility. This hard cap area will allow for further warehouse growth and shipping activities thus creating more job growth. This job growth will be in both trucking and increased warehouse activity thus new jobs. Additionally it is fulfilling another requirement to bring the massive Stater Bros. facility to Norton. It will also result in an income stream to the IVDA on previously unused limited use land.

B. AIRPORT MAINTENANCE FACILITY

In order to bring Stater Bros. distribution and central office complex to the IVDA the existing airport maintenance facility will have to be relocated. Since the airport will lose its existing maintenance facility to make room for the new Stater Bros. office and distribution complex, a new facility will have to be built. This new facility will employ the various airport building, grounds and mechanic maintenance personnel. New jobs are expected with the increase in the airport expansion, as well as insuring that the required real estate is available for the Stater Bros. project.

C. MATCHING FUNDS FOR ROAD IMPROVEMENTS

1.) The IVDA has applied for matching federal grants to improve existing former military base roads. This improvement is expected to open parcels of land for future development. This is a larger project than the first Mill Street road improvement project. Typically the matching funds component of the IVDA \$4 million (10%) and the anticipated \$40 million federal grant will result in hundreds of new jobs especially when the \$70 million Goods Gateway project is completed. 2.) The Central Avenue Road Project from Valley View Avenue to Mountain View Bridge. The costs to improve this road to its ultimate width are \$5.2 million. Bid advertisement will be in January 2007. 3.) The agreement to bring Stater Bros. office and new expanded warehouse/distribution center calls for an access road. This access road will be Tippecanoe Avenue from Mill Street to the Santa Ana River, and will begin in spring of 2007 This road's estimated cost is \$3.8 million. This road will be the access road to the Stater Bros. facility, expected to bring 2000 jobs to the former military base. 4.) Lena Road Project from Central

Avenue to Orange Show Road. This is currently under design and will begin construction in June 2007 with an estimated cost of \$3.6 million.

D. THE AIRPORT TERMINAL PROJECT

The airport terminal project is outlined in an approximate 50 page study compiled in 2005 with the final study finished in early 2006. This report provides an analysis of the potentially required improvements for passenger terminal facilities and takes into consideration the existing and forecasted needs. The report breaks the improvements into three phases. The first phase requires \$15 million for the airport terminal project is only phase one of the three phases. It is the intention of the airport authority to foster regional passenger traffic. The terminal upgrade will promote economic growth throughout the Inland Empire and undoubtedly will increase job growth. The upgrade of the facilities is mandated by the FAA for regional passenger growth. It is the intention of CMB Export to continue to work with the IVDA to fund all three phases of the terminal improvement project.

E. OTHER MATCHING FUNDS (ONE MILLION)

\$1 million is requested for state and federal matching funds to rehabilitate existing airplane hangars. Additionally, some funds would be used to upgrade interior road improvements. The airport and terminal projects are linked in that the expected regional passenger activity is dependant upon hanger facilities and usable roads. This will further foster job growth and economic activity in the area. Seed money for federal grants allows a small amount of outside investment to be multiplied thus multiplying the economic impact and job growth.

V. INVESTMENT TERMS

Upon tendering their subscription price (the "Subscription Price) investors will acquire an interest as limited partner in CMB Investment Group A, L.P. CMB Export LLC serves as the general partner. The Subscription Price is \$525,000 per investor. The Subscription Price is the sum of the price per unit of \$500,000 (the "Unit Price"), which shall constitute a capital contribution to the Partnership, and a syndication fee of \$25,000 per unit (the "Syndication Fee"). The Syndication Fee amount shall not constitute a capital contribution. The Syndication Fee is a fee to pay the upfront expenses associated with an investor entering the partnership. This fee covers such things as document creation and preparation for both the investor-partnership relationship and a share of legal paperwork associated with the eventual investment with the IVDA. Such additional expenses include the fees to cover the partnership legal fees, a prorated share of marketing expenses, escrow fees, finder fees, other professional expenses and company personnel and administrative expenses. The fee is structured such that the entire \$500,000 can be utilized for job creating activities and not expenses.

The Subscription Price paid by each subscriber will be deposited into an escrow account established by the Partnership at a commercial bank. In general, if the USCIS approves a subscriber's I-526 Petition, the subscriber will be admitted as a limited partner of the partnership and the Unit Price deposited into the escrow account by such subscriber will be released to the Partnership. The Syndication Fee including interest accrued on the Subscription Price will be paid to the general partner. If a clients I-526 petition is denied the entire Subscription Price is returned.

(b)(4)

VI. ECONOMIC IMPACT ANALYSIS

A. METHODOLOGY

A full economic impact assessment of the project will be conducted by CMB's economic experts, R.A. Wiedemann & Associates. They strongly recommend using the IMPLAN (Impact Analysis for Planning) model over the RIMS II model. IMPLAN was developed by the USDA Forest Service in the mid -1970's for community impact analysis. The current IMPLAN input-output database and model is maintained and sold by the Minnesota IMPLAN Group. Over 1,500 clients across the country use the IMPLAN model, making the results acceptable in inter-agency analysis. The National Technical Support Centers are supporting usage of IMPLAN throughout the United States. They have provided IMPLAN training and models to each state and have available all 50 state and 3,000 country datasets. The IMPLAN software can combine any combination of counties and states into one study area. IMPLAN provides a complete picture of the economy, i.e. the full input-output table showing the sales/purchases linkages among all the sectors, and provides information on the distribution of the ripple effects across sectors. An IMPLAN analysis of the projected projects is attached hereto as "Exhibit A".

B. THE EXPERTS

Randal A. Wiedemann, Principal, R.A. Wiedemann & Associates, Ltd.

Web: www.rawiedemann.com

R.A. Wiedemann & Associates is a leading edge firm specializing in aviation planning, aviation specific marketing and economic impact analysis. R.A. Wiedemann & Associates employs national and international experts who specialize in a variety of aviation specific disciplines. This specialized expertise can be brought to bear on projects ranging from small general aviation airports to national aviation system plans. In this manner, objective solutions to complex planning problems can be reached, maximizing a client's ability to deal with these challenges.

R.A. Wiedemann & Associates provides clients with the latest in economic impact analyses techniques and studies. Using the international expertise of Dr. Geoffrey J.D. Hewings, this portion of the business examines the direct, indirect, and induced impacts associated with airport development and improvement. R.A. Wiedemann & Associates uses the IMPLAN Input-Output Modeling System to measure specific and comparative economic impacts of airport development projects. IMPLAN not only quantifies the jobs, income, and output of various enterprises, it also assesses the tax impact for local, state, and federal revenues. Because Dr. Hewings is a Special Sworn Agent of the U.S. Census Bureau, R.A. Wiedemann & Associates has access to the U.S. Census Bureau's establishment level data for businesses and manufacturing companies. As a result, we can offer clients real world estimates of economic impact that can be defended/promoted in either positive or negative public forums. In addition to economic impact studies, Dr. Hewings has completed complex economic studies for the U.S. Department of Commerce, the U.S. Department of Transportation, and the Federal Reserve Bank of Chicago. Dr. Hewings has also conducted numerous international and domestic studies of the consequences of various investment decisions. Among these have been studies to determine the economic impacts of entire systems of airports (New Jersey and Delaware), and completed a study to determine the economic impacts of the closure of Chanute Air Force Base in Illinois. Examples of R.A. Wiedemann & Associates economic impact assessment experience are described below:

• *Studies Pertaining to Military Base Closures*

Economic Impact Analysis of Chanute AFB Closure: 1989: Using the Economic Impact Forecast System (EIFS) developed by U.S. Army Construction Engineering Research Laboratory (CERL), a comparative analysis was successfully completed by Dr. Hewings of the impacts of closure of the Chanute Base in Rantoul, Illinois. The study involved a survey of local businesses, professionals, and community leaders in order to gauge the anticipated economic decline by those most likely to be impacted by the closure.

• *Statewide Studies Pertaining to Aviation*

- New York Statewide Economic Impact Assessment: 2003
- Delaware Aviation Economic Impact Assessment: 1991, 2001
- New Jersey Statewide Aviation System Plan: 1992
- New York State Aviation Activity Forecasts Study: 1992

• ***Airport-Specific Studies***

- Millington Regional Jetport, TN: 2005
- New Castle Airport, DE: 2005
- Summit Airport, DE: 2005
- Maury County Regional Airport, TN: 2004
- St. Mary's County, MD: 2004
- Dunkirk, NY: 2001
- Oneonta Airport, NY: 2001
- Binghamton Regional Airport: 1997
- DuPage Airport (Chicago area): 1996
- Pennridge Airport (PA): 1994
- Niagara Falls International Airport: 1993
- Millville Municipal Airport: 1996
- Kupper Airport (NJ): 1996
- Kenton County Site Selection Study (KY): 1993
- Whitley County Economic Impact Assessment (KY): 1991

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G. Summary of Methodologies and Tools.

Studies such as the above mentioned show what each plan of recovery is targeted to do in terms of total economic activity. Other statistics such as job creation, annual wage tracking, public investment, property values, taxable sales, and many others are available to show regional productivity. For instance, the Inland Empire Economic Partnership publishes a quarterly economic report detailing trends in population, taxable sales, job growth, job decline and countless other statistics that can be used to monitor the job creation and regional productivity of the regional center.

Also, California has established the "Local Area Military Base Recovery Area program" (LAMBRA). LAMBRA is a program of tax credits and other incentives designed to stimulate job creation in areas affected by the closure of military bases. The LAMBRA administration monitors and nurtures the job growth in each of the effected areas.

Furthermore, the state of California has a vast network of 50 regional and over 300 city and county economic development organizations dedicated to facilitating business expansion. This vast network of people and organizations is supported by the California Trade and Commerce Agency. Each of the members of this network maintain statistical information. The California governor's office of planning and research produces a bi-monthly publication. This publication "California military base closures and realignments current status of reuse efforts" is the best source of accurate detailed information on military base reuse status. (See Appendix C.) The document lists each base and information such as: current new employment, overall planning status, overview of current activity, grants, awards and many other statistics pertaining to each base.

The combination of these various data sources should ensure that there is a detailed and verifiable data base with which to monitor the operation of CMB as a Regional Center in the pilot program. (See Appendix A for list of reports.)

VI. CAPITAL INVESTMENT AND PROMOTIONAL EFFORTS

It is the intention of CMB to garner the support of at least 40 foreign national investors to our proposed regional center. Funds from the Immigrant Investors will be invested into companies within the geographic domain of the regional center. Companies wishing to establish themselves and create job opportunities fostering exports in the regional center will be targets for investment. CMB recognizes not only the importance and opportunity of the closed military bases, but also that the various economic agencies charged with establishing a reuse marketing plan need funding from some source. The funding of the agencies, whose sole purpose is the creation of jobs and establishment of new commercial enterprises within the airport, will most certainly cause job growth.

CMB intends to work closely with the California Trade and Commerce Agency which has just launched a \$1 million campaign to show the economic development

opportunities of the states's closed military bases. (See Appendix B.) The projects listed earlier in this application (see page 21) are under consideration by CMB. The company plans to act as a co-investor in each project. The pooling effect of CMB capital and capital from other investors will have a multiplying effect on job growth and regional productivity. CMB believes that the projects and the pooling of invested capital will result in over ten times the requirement of 10 jobs for each foreign national investor.

The U.S. government experience with its current investor program has clearly shown that Immigrant Investors will not flock to a project or offering simply because it is a good business opportunity. Many investor programs have failed to garner sufficient investor interest. Some of these failures were attributable to the lack of marketing experience of the promoters in the sophisticated and often difficult overseas markets. The network of associates established by the principals of CMB have attracted significant numbers of foreign investors for other immigration projects. The past performance of this group is an advantage.

In addition to the above, CMB has as its legal counsel the firm of Inman, Steinberg, Nye & Stone, P.C. The firm and more particularly Mr. Maurice C. Inman, Jr. and Mr. Lincoln Stone, have vast experience as former attorneys of INS and are renowned world wide for their experience with the immigrant investor category.

CMB has entered into exclusive marketing agreements for promotion of the Regional Center overseas. Extensive efforts have been made to establish relationships with foreign associates who assist in translating documents into various foreign languages. Significant capital investments have been made to ensure CMB will succeed in bringing qualified foreign nationals into the program thereby creating American jobs.

VII. REQUESTED DESIGNATION

The definition of a Regional Center given in 8 CFR 204.6(e) states that a Regional Center is "any economic unit, public or private, which is involved with the promotion of economic growth, including increased export sales, improved regional productivity, job creation and increased domestic capital investment". While the concept of a Regional Center obviously does include such groups as chambers of commerce, regional development groups and state agencies, the inclusion of private economic units in the definition would seem to closely suit the structure and intent of CMB Export LLC.

CMB Export LLC, as indicated in the foregoing proposal, meets all the criteria as set forth in 8 CFR 204.6(m)(3) for designation as a Regional Center under the Pilot Program of the U.S. Immigrant Investor Program. More importantly, CMB has the experience and business management ability to be able to successfully encourage Immigrant Investors to invest into CMB Export LLC as a regional center. CMB will be able to present to the INS the empirical evidence that the INS requires to make future decisions regarding the effectiveness of the Regional Center concept in promoting economic growth through

immigrant investment.

We therefore request that the Immigration and Naturalization Service approve CMB Export LLC as a Regional Center under the Pilot Program established under the Appropriation Act, 1993.

APPENDIX A

Listing of
Available Reports

- Department of the Air Force, Economic Resource Impact Statement, Fiscal Year 1990, George Air Force Base, California, September 30, 1990.
- California Legislature, AB 419, An Act to Add Section 33320.5 to the Health and Safety Safety Code, Relating to Redevelopment, January 31, 1989.
- Clevenger, Penny, George Air Force Base Housing Report (for VVEDA), February 14, 1990.
- County of San Bernardino Environmental Public Works Agency, Office of Building and Safety, George Air Force Base: Marketing Study and Economic Analysis: Phase I, Facility Inventory and Inspection, June 1990.
An inventory of most of the 626 structures on the base.
- Department of Defense, Base Realignment and Closure Commission, Communities Near Air Force Installations, January 1989.
- Department of Defense, Base Realignment and Closure Commission, Retirement Near Air Force Installations, January 1989.
- George Air Force Base Task Force, Base Reuse Bulletin. (11 issues, May 1989--February 1990).
- Hawkins, Delafield & Wood, Redevelopment Workshop for the VVEDA, March 14, 1990.
- Nolte and Associates, George Air Force Base Reuse Study: Traffic Analysis--Existing Conditions, January 16, 1990.
- P & D Technologies, Airport Master Plan for the Civilian Use of George Air Force Base, for County of San Bernardino and Victor Valley Economic Development Authority, December 1990.
- United States Air Force, Closure of George Air Force Base, San Bernardino County, California: Final Environmental Impact Statement, May 1990.
- Economics Research Associates, George Air Force Base Reuse Market Analysis and Strategy, prepared by the VVEDA, February 20, 1991.
- United States Air Force, Draft Environmental Impact Statement: Disposal and Reuse of George Air Force Base, California, September, 1991.
- United States Air Force, Draft Socioeconomic Impact Analysis Study: Disposal and Reuse of George Air Force Base, California, September 1991.
- Hodges & Shutt, Study for Possible Conversion of Military Airbases to Civilian Aviation, prepared for the State of California, Department of Transportation, May 14, 1991.

Norton Air Force Base Master Plan - Competitive Assessment and Marketing Strategy, published Inland Valley Development Agency & Johnson Fain and Pereira Associates.

Norton Air Force Base Master Plan, published Inland Valley Development Agency & Johnson Fain and Pereira Associates.

Norton Air Force Base Master Plan - Market Reconnaissance Implementation Plan, Hamilton, Rabinovitz & Associates, published Inland Valley Development Agency & Johnson Fain and Pereira Associates.

California Military Base Closures and Realignments Current Status of Reuse Efforts, published by the State of California Governor's Office of Planning and Research.

Mather Field "Where California Business Really Takes Off, published by McCuen Properties, LLC.

Department of the Air Force - Memorandum for Government Agencies, Public Libraries and Interested Public - Subject: Supplemental Record of Decisions on Mather AFB CA, Rodney A. Coleman (Assistant Secretary).

Mather Field Specific Plan, Published by County of Sacramento, California.

Reuse and Privatization of McClellan Air Force Base, published by Sacramento County Department of Military Conversion.

Management Action Plan - McClellan Air Force Base, published by Sacramento County Department of Military Conversion.

Privatization & Reuse of McClellan AFB: Opportunities & New Challenges, published by County of Sacramento Local Redevelopment Authority.

San Bernardino International Trade Center Pacific Plan (Worldpointe International Center for Trade), published Topping Jaquess Consultants in Association with LSA Associates, Inc.

APPENDIX B

California Trade and Commerce Report
and CMB Export LLC Company
Articles of Organization

RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:

SPACE ABOVE THIS LINE FOR RECORDER'S USE

State of California

Bill Jones
Secretary of State
SACRAMENTO

I, BILL JONES, Secretary of State of California, hereby certify:

*That the annexed transcript of 1 page(s) was prepared by
and in this office from the record on file, of which it purports to be a copy,
and that it is full, true and correct.*



*IN WITNESS WHEREOF, I execute
this certificate and affix the Great
Seal of the State of California*

JAN 17 1997

Bill Jones

Secretary of State



BILL JONES
SECRETARY OF STATE

LLC-1

LIMITED LIABILITY COMPANY
ARTICLES OF ORGANIZATION

IMPORTANT - Read the instructions before completing the form.

This document is presented for filing pursuant to Section 17050 of the California Corporations Code.

1. Limited liability company name: **CMB EXPORT LLC**

(End the name with "LLC" or "Limited Liability Company". No spaces between the letters in "LLC". "Limited" and "Company" may be abbreviated as "Ltd." and "Co.")

2. Latest date (month/day/year) on which the limited liability company is to dissolve: **December 31, 2027**

3. The purpose of the limited liability company is to engage in any lawful act or activity for which a limited liability company may be organized under the Beverly-Killea Limited Liability Company Act.

4. Enter the name of initial agent for service of process and check the appropriate provision below:

Thomas Alvarez, which is

an individual residing in California. Proceed to Item 5.

a corporation which has filed a certificate pursuant to Section 1505 of the California Corporations Code. Skip Item 5 and proceed to Item 6.

5. If the initial agent for service of process is an individual, enter a business or residential street address in California:

Street address: **6547 Valley Circle Terrace**

City: **West Hills**

State: **CALIFORNIA**

Zip Code: **91307**

6. The limited liability company will be managed by: (check one)

one manager

more than one manager

limited liability company members

7. If other matters are to be included in the Articles of Organization attach one or more separate pages.

Number of pages attached, if any: **0**

8. It is hereby declared that I am the person who executed this instrument, which execution is my act and deed.

Patrick S. Rodriguez
Signature of organizer:

Patrick S. Rodriguez
Type or print name of organizer

Date: January 9, 19 97

For Secretary of State Use

101997013043

FILED
in the office of the Secretary of State
of the State of California

JAN 13 1997

Bill Jones

BILL JONES, Secretary of State



CALIFORNIA TRADE AND COMMERCE AGENCY

Pete Wilson
Governor

Julie Meier Wright
Secretary

Los Angeles
Regional
Office

May 14, 1997

Mr. Lincoln Stone
Attorney at Law
Inman, Weisz, Steinberg & Stone
9720 Wilshire Boulevard
Penthouse
Beverly Hills, CA 90212

Dear Lincoln,

As per our conversation of April 29, I am providing to you information relating to Trade and Commerce's marketing of California's former defense-related facilities.

At the appropriate time I would be happy to introduce you, via phone or in person, to Paul Hiller of our Sacramento office. You should be aware that Paul is the staff person coordinating the efforts of the California Defense Facilities Marketing Association (CDFMA) and is the agency lead person on all base reuse issues.

As background, you should also be aware that CDFMA was created on September 5, 1996 as a non-profit 501c(3). Since that time, seventeen of the 29 former military bases have joined CDFMA as associate members.

CDFMA's FY 1996-1997 budget included a \$368,000 grant from the Department of Defense and a \$213,000 grant from Trade and Commerce, plus a \$500 contribution from each of the 17 base reuse authorities that joined. The former Norton contributed \$10,000.

Enclosed are copies for your confidential reference of:

1. CDFMA bylaws
2. National and international marketing strategy
3. Advertising campaign options

200 East Del Mar Blvd.
Suite 302
Pasadena, CA
91105-2551
818/683-2619
FAX 818/683-2642



CALIFORNIA TRADE AND COMMERCE AGENCY

Pete Wilson
Governor

Julie Meier Wright
Secretary

Mr. Lincoln Stone
May 14, 1997
Page 2

This year's President of the CDFMA is Linda Summers, to whom I think you have talked previously, from the IVDA.

Lincoln, I trust you find the enclosed information useful. I will give you a call at my earliest opportunity to set up a time to discuss this project in further detail, recognizing that you'll be traveling after May 25.

Los Angeles
Regional
Office

Should you have any questions in the meantime, please give me a call.

Sincerely,

BRADLEY A. HILL
Associate, Foreign Investment

Enclosures

200 East Del Mar Blvd.
Suite 302
Pasadena, CA
91105-2551
818/683-2619
FAX 818/683-2642



CALIFORNIA TRADE AND COMMERCE AGENCY

Pete Wilson
Governor

Julie Meier Wright
Secretary

STATE MARKETING CAMPAIGN TARGETS CLOSED MILITARY BASES *Trade and Commerce Agency to launch three-year, \$1 million effort touting economic advantages to businesses that relocate on closed military facilities*

FOR IMMEDIATE RELEASE
Tuesday, May 20, 1997

CONTACT: Mike Marando
Mitch Zak
(916) 324-8214

SACRAMENTO — California Trade and Commerce Agency Secretary Julie Meier Wright today announced that the agency has joined with the California Defense Facilities Marketing Association — an organization comprised of facilities and communities affected by defense downsizing — to launch a three-year, \$1 million advertising campaign showcasing the economic development opportunities of the state's 19 closed military bases.

"California's military and defense properties — which sustained 60 percent of all related jobs lost due to federal base closures and realignments since 1988 — have repositioned themselves as an attractive option for business to locate and expand," said Secretary Wright. "This marketing effort is just another example of the Golden State's ability to turn an economic setback into a competitive advantage."

The campaign, titled *The Great California Land Grab*, will include direct mail, vertical trade display advertising, public relations, and lead response. The goal of the initiative is to generate 500 leads this year which will be given directly to the specific bases for aggressive response.

Target industries include: motion picture production, general light industry, general back office, aircraft maintenance and repair, fabricate metal products, plastics products manufacturing, wholesale distribution and warehousing, computer and communications equipment manufacturing, and cargo airlines and express package shippers.

The ads are scheduled to originate in the May-June 1997 issue of *Warehousing Management* followed by a spot in *Aviation Week*. Other publications to be targeted include *Industry Week*, *Business Week*, *American Machinist* and *Locations Update*, each selected based on their audience's dependence on infrastructure already in place on many of the bases.

Beyond traditional advertising efforts, the campaign will also provide marketing and sales training for local base personnel and economic development officials. In addition, in an example of cutting-edge marketing, an "electronic brochure," specially crafted for each facility, will be created.

--more--

Defense marketing
2-2-2

The facilities compare favorably with alternative locations. Characteristics such as low occupancy cost, access to transportation arteries, close proximity to the enormous California market, and the availability of both skilled and unskilled labor, are often determining factors cited by businesses when making investment decisions.

"Although the base closure process has been extremely difficult for affected California communities, the push for private sector investment has the potential to dramatically revitalize their impacted economies," said Paul Hiller, manager of the Trade and Commerce Agency's Defense Conversion Office. "Economic development practitioners statewide are mobilizing with local authorities and state government to create an attractive environment for a wide range of companies and industries."

As the marketing campaign unfolds, there are some early pioneers that have taken advantage of defense facilities in California. For example, Hiller Aircraft located at Ford Ord Airfield in September 1996 after an exhaustive search that included several California bases and sites in Arizona. Fort Ord provided a perfect fit to satisfy Hiller's increased international demand for commercial helicopters, and today the company employs nearly 100 full- and part-time workers.

And, approximately 500 new hires will staff Pacific Telesis' customer care center at Castle Airport (formerly Castle AFB) in June. The Center will create 500 new jobs and represents a \$16 million payroll in the local community.

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For all the latest Agency press releases and speeches, access the Trade and Commerce Website at: <http://commerce.ca.gov>

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APPENDIX C

California Governor's Report
- Planning & Research

Governor's Office
of Administration

MILITARY BASE CLOSURES ANNOUNCED IN DECEMBER 1988 - BRAC I**MATHER AIR FORCE BASE**

<i>Reuse Plan</i>	<i>YES</i>
<i>Environmental Impact Statement</i>	<i>YES</i>
<i>Current new employment*</i>	<i>600</i>
<i>Acres eligible for transfer</i>	<i>5,716</i>
<i>Acres retained by the federal government</i>	<i>89</i>
<i>Acres transferred by long-term lease</i>	<i>5,302</i>
<i>Acres transferred by deed</i>	<i>60</i>
<i>Acres remaining</i>	<i>265</i>

*Excludes McClellan Hospital employees (367). Includes California National Guard (80), TV and Support Agency (126)

Acres transferred to date:**By long-term lease:**

Airport (2,875 acres, PBC)
 County Parks (1,440 acres, PBC)
 County Golf Course (170 acres, negotiated sale \$6 million)
 County Homeless Plan (34 acres, PBC)
 Chapels 13 acres, PBC)
 Economic Development Conveyance, 770 acres

By deed:

Rancho Cordova Parks Dept (30 acres, PBC)
 Schools, 30 acres, PBC

Retained by the federal government:

FAA (32 acres, federal transfer)
 Army National Guard (31 acres, federal transfer)
 Hospital (26 acres, retained by the Air Force)

Pending property transfers:

PBC application for all storm, sewer and water systems

1/6/97

Governor's Office of Planning and Research

Location: The base is located in the unincorporated portion of Sacramento County, 12 miles southeast of downtown Sacramento.

Projected Closure: CLOSED September 30, 1993

Job loss: 1,988 (m) 1,012 (c)

Area and Facilities: Mather is composed of 5,716 acres and 970,000 square feet of buildings and auxiliary facilities. It includes a 11,300 foot runway and a parallel 6,100 foot runway; four aircraft hangars; office and industrial structures; 18 dormitory buildings; and 1,271 units of single family housing.

- Planning Status:** March 1993: The Air Force Record of Decision (ROD) designated 1,791 acres as a public benefit conveyance for a County-owned regional general aviation airport.
- November 1994: A Supplemental ROD designated 2,875 acres as an airport public benefit conveyance. "A Finding of Suitability to Lease" (FOSL) was signed. The Air Quality Conformity Determination was completed.
- March 28, 1995: The airport lease was signed, excluding all utility systems.
- August 22, 1995 The Sacramento Board of Supervisors accepted a proposal by the California Department of Corrections (CDC) to build a prison reception center at Mather. The proposed reception center would be a campus style facility on 280 acres and would cost in excess of \$250 million. The Center, housing approximately 4,900 male inmates, would provide short-term housing, processing and evaluation of inmates in Northern California. About 1,300 jobs would be created at the Center. CDC proposes to support a one-time mitigation fee of \$2 million for local schools and \$2 million for local government. CDC would also participate in Mather's infrastructure improvements which it estimates to be \$100 million. The acres required for this project are included in the County's EDC application.
- September 15, 1995 Sacramento County received 16 responses to its request for proposals from commercial developers to market and recruit tenants for Mather. Selection of the proposer was made in February 1996. Sacramento developer, Peter McCuen, will manage the base's assets, market and recruit tenants and employers.
- November 1995: The Federal Aviation Administration (FAA) announced that it would build an air traffic control facility on 32 acres at the former Mather Air Force Base. Construction is expected to begin in late 1996 and the facility should open by late 2000. It will consolidate operations that are now in older, smaller facilities in Oakland, Monterey, Stockton and at McClellan Air Force Base in Sacramento which control flight scheduling at all major airports in Northern California. About 300 people would be employed.
- October 31, 1996: Air Force signs economic development conveyance (EDC) for 770 acres.

Other reuse entities are as follows:

- * The Army National Guard was conveyed 31 acres.
- * Two chapels are leased under a purchase contract.
- * The Rancho Cordova Parks and Recreation District was deeded the sports complex covering 30 acres. The District had been operating the complex under an interim agreement with the Air Force.
- * The County Parks Department signed a long-term lease for 1,440 acres for a regional park area.
- * The County purchased the 170 acre golf course for \$6 million. Both a FOSL and a FOST were prepared. The County is operating the course under a short-term lease until a deed transfer can occur.

* The California Office of Emergency Services and the Department of Forestry may create an emergency response operation at the airport.

* The U.S. Forest Service and California Department of Forestry have a lease with the County for an airport facility.

The California Department of Toxic Substances Control attempted to lease office space at Mather, but state leasing requirements concerning out-of-code buildings prevented this reuse.

Current Activity On October 31, the Air Force conveyed 770 acres at the former Mather Air Force Base to Sacramento County. The County's EDC application had been submitted to the Air Force in April 1995. After failing to achieve agreement on the appraisal value, the County staff chose to accept the Air Force's \$7,933,750 appraisal of the EDC property as the starting point for negotiations.

The EDC negotiations resulted in a number of price adjustments, or possible dollar discounts for the County. Thus, the EDC's maximum price may be reduced to as little as \$2.5 million: if the State Department of Corrections receives funding for a prison reception center on 280 acres, thereby excluding this property from the EDC footprint, the price will be reduced by \$1.4 million; and if the Department of Veterans Affairs chooses to develop a veterans' care facility on 22 acres, the price will be reduced by \$633,000. In addition, the price may also be reduced by \$2,000 for each new job at the base that qualifies for the County's job incentive program, up to a maximum of 1,650 jobs. Other details of the financial terms are as follows:

- payment of the principal balance is due within 15 years;
- payments are required for the first five years;
- 20% of the agreed "release price" for land sales must be paid until effectively 50% of the EDC property is sold, at which time 100% of the release price is due. As is provided in the George agreement, minimum prices are set for each individual parcel;
- interest is due on the outstanding balance unless the County achieves gross sales and leasing activity equal to \$35 million by year 10.

The County has an EDA grant for a road project at Mather. The EDA will fund road construction but the County must pay to upgrade the water and sewer lines under the road. The construction contract was awarded in October 1996 and construction will begin in March 1997. The EDA requires that the project be completed by February 1998.

The Air Force paid the Army Corps of Engineers \$26,000 to study the dam that forms Mather Lake. The county needs to know the condition of the dam, and the category of dam, so that it can assess whether the dam needs to be upgraded or if its breakage could create a problem. The study, beginning in June 1996, should be complete in 1-2 months.

In June 1996, the County issued a Notice of Preparation of a Draft Supplemental Environmental Impact Report (EIR) for a specific plan that will establish flexible zoning districts and development standards at Mather. This specific plan will also include several General Plan Amendments.

Sacramento County chose a Sacramento developer, Peter McCuen, to manage, market and recruit tenants and employers to the 5,800 acre base. The County received 16 responses to its request for proposals from commercial developers. Proposals were due September 15, 1995. On February 6, 1996 the Sacramento Board of Supervisors made the final decision. McCuen was chosen based on his broad development experience, worldwide business connections and years of dealing with the government on projects.

The contract pays McCuen Properties \$445,000 the first year and up to \$437,500 the second year to manage the base's assets, draw up plans, conduct a marketing campaign and recruit tenants and employers. The County plans to seek federal grants, use redevelopment and airport funds and eventually use leasing income to pay the development costs. In the third year, McCuen's pay will be based largely on commissions.

The contract provides McCuen in the first two years with a \$1,000 credit for each new job provided by employers creating 50 or more jobs. The credit will decrease in later years. Mr. McCuen can use these credits to

buy property at Mather for his own development. He will also receive credit for 0.2 percent of the total capital investments his firm brings in to Mather, and will be able to accumulate up to \$2 million in credits, and more with board approval. The contract stipulates how commission fees of up to 6 percent will be applied and split between McCuen and other brokers.

The first tenant recruited by McCuen is Sub Sea Systems, Inc. which relocated its aluminum vessel manufacturing operations to Mather. The company builds submersible and semi-submersible underwater viewing craft. It employs 12 people and has annual revenues of nearly \$5 million.

Background: Immediately following the closure announcement for Mather in 1988, Sacramento County formed a commission to plan for the reuse of the base. The Sacramento Area Commission on Mather Conversion (SACOM-C) and its subcommittees grew to over 150 members. Simultaneously with the SACOM-C preparation of a reuse plan, the Rancho Cordova Chamber of Commerce began preparation of a reuse plan. The ultimate plan approved by the Sacramento County Board of Supervisors in the fall of 1991 represented a consolidation of the SACOM-C and Rancho Cordova Chamber of Commerce reuse plans. Following the Board of Supervisors approval of the reuse plan, the SACOM-C disbanded and the Mather Internal Study Team (MIST) was formed by the County. MIST is comprised of county staff representing various departments. A number of Community Advisory Boards continue to participate with MIST in the reuse planning and plan implementation process.

Housing: Sale negotiations between Sacramento County and the Air Force for 1,271 housing units began in the fall 1992 and are still underway. The first appraisal commissioned by the Air Force in 1993 estimated the value of the homes at more than \$24 million, but an appraiser working for the Sacramento Housing and Redevelopment Agency (SHRA) placed the value at \$4.2 million. The huge difference was due to widely disparate build-out assumptions. In October 1994, an appraisal team, jointly-selected and funded by the Air Force and the County, estimated the value of the homes at \$3.5 million. The County offered \$3.5 million, but the Air Force disavowed the joint appraisal and countered with a request for \$10 million.

The Air Force announced that it would auction the housing units on January 27, 1995. GSA advertised the public sale and the bids were to be opened on April 18. However, a coalition of homeless providers and low and moderate housing developers obtained an injunction. Plaintiffs were Black and Brown Enterprises, Oakland Independent Support Center, James Sweeny, David Aldope and Larry Deane. The suit alleged that the Air Force and the GSA failed to comply with the advertisement for bids on surplus federal real property, and failed to take all required steps to make the property available to representatives of the homeless. The GSA canceled the public sale.

The Air Force and the County have resumed negotiations and the Air Force got a 4th appraisal. The Air Force General Counsel's office is now negotiating the sale. The remaining issue is how to link the remediation of lead-based paint with the renovation of the housing units.

As initially planned, SHRA will oversee the development of the homes but will sell its interest in the property to two housing developers, Lewis Homes Management Corporation and Elliott Homes Inc. SHRA and the two developers plan to execute a development agreement, including specifications on the level of rehabilitation, requirements for a County loan and the number of units to be made available to low and moderate income buyers.

Airport Status: Using an \$8.25 million Economic Development Administration grant, Sacramento County is building a new Mather general aviation terminal, demolishing a number of buildings and rebuilding parts of the road system. The project began in November 1996. The County received a Federal Aviation Administration Airport Improvement Program grant of approximately \$1.5 million to provide security fencing around the airport, rehabilitate the airfield electrical system, and to add approach lights and airfield markings.

The airport lease for 2,900 acres was signed in March 1995. The County Board of Supervisors originally voted to accept the long-term airport lease with the Air Force subject to a modification of the lease to assure the County and future tenants of Mather Field Airport uninterrupted electrical, telecommunication, and natural gas service and continued maintenance of the base water, storm drain, and sanitary sewer systems. The Air

Force agreed to operate the electric, gas and telephone systems for 18 months, with the County paying its fair share for using and maintaining these systems until a private entity takes over.

Sacramento County's plan to create a cargo and general aviation airport at the former Mather Air Force Base got a boost on April 4, 1996 when both Airborne Express and Emery Worldwide moved their operations from Sacramento International Airport to Mather. Airborne, with nearly 80 Sacramento employees, is using half of an unoccupied hangar at Mather until it can begin construction in the fall 1996 on a 32,000 square foot permanent air cargo facility. Current Airborne operations consist of a DC 8 which lands in the morning and departs in the evening. Packages are unloaded on the airport apron, sorted in the hangar and then transferred to vans for delivery. Emery Worldwide is operating similarly at Mather, using half of a large warehouse building for its sorting operation.

Mather Airport is also attracting some civilian cargo carriers operating under military contract. These carriers are using Mather as a substitute for Travis Air Force Base, whose airfield is already operating at full capacity.

Trajen Flight Support is the fixed base operator at Mather Airport. Trajen sells fuel, provides tie-down services for private aircraft, and services aircraft. In March 1996, Trajen acquired the contract to service two turboprop jets belonging to Intel Corporation, located in nearby Folsom. The contract is estimated to be worth \$1 million annually.

Homeless Assistance Status: Sacramento County voluntarily worked with homeless providers to prepare a County homeless proposal for Mather AFB using the original McKinney Act. The Air Force and HHS accepted the plan and in the Spring 1995 the Air Force leased two sites to the Sacramento Housing and Redevelopment Agency (SHRA). The County later consolidated the two separate sites - one for 120 single men and one for 60 families - to a single location requiring a change in the lease. The County had some concerns that if HHS agreed to the consolidation, the vacated parcel might once again be subject to McKinney screening. In fact, this happened and an AIDS hospice applied for property.

SHRA's 5-year lease with the Air Force for 28 acres, includes 14 buildings. Rehab work began in August 1995, and the cost has climbed from \$850,000 to \$3 million. Unforeseen infrastructure problems and code upgrades have delayed the project. The family units opened in January 1996 but, as of June, only 20 families had moved in. Single units were scheduled to open in January 1996 but are now rescheduled for September. The SHRA has expanded its applicant pool because there were so few applicants for housing. Due to the low number of current residents, the job training programs have not begun.

Environmental Contamination: The base is a NPL site with all surface contamination expected to be abated by December 1995. About 50% of the total acreage is available to be transferred by deed. The present contamination is isolated in concentrated areas and should not interfere with most of the transfer to civilian control. As of fiscal year 1994, the Air Force has spent \$81 million, and total remediation costs are expected to be \$204 million.

The Air Force remediation program included the consolidation of 5 landfills into 3 in order to maximize reuse potential. Excavation began in June 1996, and is expected to take 3 months at a cost of \$6 million.

Infrastructure: Total infrastructure upgrade costs were originally estimated to be \$100 million.

A Supplemental ROD offered the gas, electric and telephone lines to the County under a negotiated sale, or at public auction. The County refused to buy these systems. The Supplemental ROD also designated the conveyance of the water, sewer and road systems to the County under a public benefit conveyance.

The Mather road system was conveyed to Sacramento County through an "economic development conveyance" in October 1996. The wet utilities (water, sewer and storm drains) will be transferred to the County by a no-cost public benefit conveyance sponsored by the U.S. Department of Health and Human Services.

Sacramento Municipal Utility District (SMUD) estimated that it would take \$3 million to bring the Mather electric system up to code, and SMUD offered the Air Force \$1 for the system. Pacific Gas and Electric (PG&E) was not interested in acquiring the gas system, and estimated that it would cost \$2 million to replace the gas system. Pacific Bell was also not interested in acquiring the telephone system. There is some direct Pacific Bell service to users at Mather, although most of the telephone distribution on the base is handled by the Air Force.

The Air Force, working with GSA, put the electric, gas and telephone systems out for public sale. Bids were opened on March 2, 1995. SMUD offered \$10,000 for the electric system, the highest of two bids. There was one bid of \$1,467 for the gas system and one bid of \$2,151 for the telephone system, both bids coming from one non-utility company, the Gutierrez Co. The Air Force distributed award letters.

SMUD is now the Purchaser in Possession of the electric system. Initially SMUD upgraded the electric system under a *license* from the Air Force.

Gutierrez sold its option in the telephone system to Mather Field Utilities (MFU). In turn, Mather Field Utilities sold its option to the telephone system to Electric Lightwave Inc. (ELI), a subsidiary of Citizens Utilities of Stamford, CT. in May 1996. ELI already has 175 miles of fiber optic cable in Sacramento and has been offering communication service in Sacramento since 1994. The company has installed fiber optic lines at Mather.

Gutierrez also sold its option in the gas system to MFU. In March 1996, the Air Force revoked MFU's license to the gas system until it could satisfy certain deficiencies identified by GSA, SMUD and the Air Force. The company was given until April 11, 1996 to provide specific documents, and until May 10 to obtain a Certificate of Public Convenience and Necessity. After MFU applied for a CPCN for the gas system, PG&E asked the CPUC to dismiss MFU's application. MFU will file its testimony on October 21, 1996 and PG&E on November 13.

In the spring 1996, the question was asked whether the Mather family housing complex faces a flood threat if the Mather Lake dam failed. The Air Force agreed to fund a \$27,000, 45-day study of the dam by the U.S. Army Corps of Engineers. A hydrology report will analyze the inflow and outflow of water from the lake, and estimate where water would go if there was a complete dam failure. The dam appears to be of sufficient size and capacity to qualify for State of California jurisdiction, requiring oversight by the California Department of Water Resources. Annual fees, inspections and regulations would be applicable. The Air Force transferred Mather Lake and 1400 acres to the Department of the Interior (DOI), which sponsored the County's request. The DOI leased the property to the County but the County does not yet have deed title.

In November 1996, Sacramento County began a \$11.5 road and aviation terminal improvement. The federal government, through the U.S. Department of Commerce, Economic Development Administration, will contribute \$8.6 million to the project. Sacramento County Transportation Division and Department of Airports will provide \$2.9 million in matching funds. The County will also spend an additional \$1.9 million of its own funds to build, repair and upgrade the 40-year old water, sewer and storm drain lines which lie under the roads at the base. The project will be completed in February 1998.

Jurisdiction: Retrocession occurred six months after closure, in February 1994.

Golf Course: Sacramento County contracted to purchase the Mather golf course in the spring, 1994. The \$6 million price tag, a "negotiated price," was reached after both the County and the Air Force received different fair market value appraisals. The sales agreement required that the county pay 10% down, with the balance due when toxic remediation is complete, probably in summer 1996. Until then, the County is leasing the golf course from the Air Force.

The Mather golf course is an 18-hole, 6,721 yard championship course with a rating of 71.3. The county has contracted with a private golf course management firm, CourseCo, Inc. The firm receives a flat management fee and is reimbursed for expenditures. Depending on the time of year, 8 full-time and about 20 part-time people are employed.

Film Production Opportunities: Sacramento County controls most of this base excluding a single family 1950's housing complex which is still owned by the Air Force. Call John Miller at 916-440-7992 for Sacramento County property or the Air Force public affairs office for the housing area.

Financing Tools: In May 1995, the County of Sacramento designated 4,013 acres in the County as a redevelopment project area. Seventy percent of this area is within the boundaries of the former Mather Air Force

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Base and includes the airfield, old main base area, base housing, the golf course and adjacent open space, and a railroad right-of-way adjacent to the air base. The County used standard California Redevelopment Law to establish the project area.

Grant Awards: OEA grants (\$566,000) to Sacramento County
CA TCA grant (\$12,500) to City of Sacramento ('93)
FAA AIP grant (\$175,000) to Sacramento County ('90)
HUD grant (\$12.8 million) to the County for transitional housing('93)
Defense Conversion Assistance Program Grant (\$2 million) to Sacramento Parks and Recreation/ Sacramento Conservation Corps for start-up of Mather Regional Park ('94)
EDA grant for \$11 million infrastructure improvement project at Mather Airport ('96).

Key Contacts: Rob Leonard (916-643-6877) is the County's Director of Military Base Conversion, 700 H Street, Suite 7650, Sacramento, CA 95814. Lt. Col. Scott Gerhart (916-364-4009) is the Air Force Base Transition Coordinator for Mather.

Government Representatives:

U.S. Congress 5th District - Matsui-D
State Senate 5th District - Pat Johnston-D
State Assembly 10 District - Larry Bowler-R

GEORGE AIR FORCE BASE

<i>Reuse Plan</i>	<i>YES</i>
<i>Environmental Impact Statement</i>	<i>YES</i>
<i>Current new employment</i>	<i>300</i>
<i>Acres eligible for transfer</i>	<i>5,339</i>
<i>Acres retained by the federal government</i>	<i>940</i>
<i>Acres transferred by long-term lease</i>	<i>4,399</i>
<i>Acres transferred by deed</i>	<i>0</i>
<i>Acres remaining</i>	<i>0</i>

Acres transferred:**By long-term lease:**

Airport Authority, 2,300 acres by PBC
 Chapel, 1 acre by PBC
 VVEDA, 2,000 acres by EDC. Price \$28 million

By deed:**Retained by the federal government:**

Federal Bureau of Prisons, 940 acres, federal transfer

Location: The base is located within the incorporated limits of the City of Victorville, adjacent to unincorporated San Bernardino County land and the city of Adelanto.

Projected Closure: CLOSED December 15, 1992

Job Loss: 4,852 (m) 506 (C)

Area and Facilities: George Air Force Base (GAFB) covers 5,339 acres which includes two runways (9,116 and 10,050 feet), 6.3 million square feet of ramp space and associated facilities; 1,641 units of housing; 14 dormitory buildings with 1,400 bed capacity; a hospital with a dental clinic; and various office and industrial structures.

Background: GAFB was announced for closure in December 1988 and actually closed four years later in December 1992. The recognized reuse entity, the Victor Valley Economic Development Authority (VVEDA), is a Joint Powers Authority with redevelopment powers comprised of the County of San Bernardino, the Cities of Victorville, Hesperia, and the town of Apple Valley. The City of Adelanto chose not to join the reuse agency. Thirty-two lawsuits were filed, delaying economic recovery. Court orders stayed the VVEDA redevelopment plan and delayed implementation of the terms of the lease between the Air Force and VVEDA. In February 1995, the Cities of Adelanto and Victorville and VVEDA signed a compromise settlement ending five years of litigation.

Adelanto has sued the Air Force on water rights. The Air Force leased Adelanto land in 1942 and built 8 water wells. The Air Force contends that the water permits belong to them, even though the land reverts to Adelanto when no longer used by the military. The Air Force position is that the water permits and water rights belong to the Air Force and stay with the base in order to allow for development. There are 7 operational Air Force water wells operated by Victorville, pumping an allotted 5,000 acre feet per year. Although the Air Force sent some of its water to Adelanto, that city built its own well in the area.

Mileposts: January 1993: Surplus Determination

The Air Force issued a Record of Decision (ROD) which provided for a public benefit conveyance of 2,300 acres of the airport to VVEDA. Also included in the ROD were the following:

- * 940 acres were transferred to the Federal Bureau of Prisons (FBOP) for a prison complex. Originally, the prison's impact on the threatened and endangered Mojave ground squirrel was of concern, and a mitigation agreement was agreed to by the FBOP, the City of Victorville, and the California Department of Fish and Game (CDFG). The agreement provided that the FBOP would fund CDFG's acquisition of 160 acres as replacement habitat to offset the permanent loss resulting from construction and operation of the prison. However, the FBOP did not have the authority to implement this agreement. The CDFG then dropped its mitigation request due to the imminent de-listing of the squirrel from the threatened and endangered species list.
- * The 9-hole golf course was to be sold by GSA, or included in a negotiated sale package to VVEDA. However, VVEDA has now included it in its EDC package.
- * Approximately 34 acres of officer housing overlooking the golf course, were assigned to U.S. Health and Human Services (HHS) for disposal to homeless providers under the McKinney Act.

October 29, 1994: The Air Force executed a lease with the Southern California International Airport (SCIA), and the airport opened.

December 1, 1994: VVEDA contracted with the City of Victorville to provide base maintenance services, and to maintain and operate the base utility systems. The Victorville Fire Department and a local security firm provided fire and police protection. The City employed about 50 people to do this work. The first year's cost was \$2.3 million. The Air Force is billed for actual labor and "work order" costs. The caretaker contract ended when the EDC was signed. (Between 1992 and 1994, caretaker responsibilities were met by a private operator.)

January 1995: The airport was certified.

December 1995: Negotiations conclude between VVEDA and the Air Force for an EDC which covers about 2,000 acres including housing, golf course, office buildings, warehouses, sewer and water distribution systems.

September 1996: EDC is signed by all parties. SCE will purchase the electric system for \$1 million

Current Activity: The economic development conveyance (EDC) was signed in September 1996 and includes a \$28 million promissory note due in 15 years without interest. VVEDA will receive, in return, over 2,000 acres at the base, the dry and wet utility distribution systems (except electric), railway rights of way, a 9-hole golf course and

the former base housing. In years 1 to 5, VVEDA will split lease revenues from the property on an 80/20 (VVEDA/Air Force) percent basis with the Air Force. This will enable VVEDA to invest in new infrastructure for the property. In years 6 to 10, the lease revenue split will fall to 60/40. A balloon payment of \$14 million is due in year 10. If the balloon payment is not made at that time, interest will be applied on the remaining balance. A minimum price has been placed on each individual parcel in the 2,000 acre tract.

In late 1996, Victorville adopted a special building code ordinance for the former base property, as permitted by SB 81 (Chapter 469, Statutes of 1995). Under SB 81, local governments may adopt ordinances for nonresidential structures located on former military bases, permitting graduated compliance with state mandated building standards over a period of up to 10 years. Such ordinances may only apply to structures that were already in existence at the time the base closed and are covered by a lease from the federal government. The special provisions will sunset on December 31, 1996, at which time they will be superseded by provisions of SB 1640 (Chapter 627, Statutes of 1996). The new legislation reduces the period for graduated compliance to three years and would affect any buildings that had not been leased prior to January 1, 1997.

The signing of the EDC ends the O&M agreement between the City of Victorville and the Air Force. Beginning in December 1994, the City of Victorville had maintained and repaired buildings, grounds and infrastructure at the base. The annual cost to the Air Force had been about \$2 million. Reimbursement checks to the City have taken 6-9 months. By early 1996, the City had spent about \$225,000 on additional repairs not covered under the agreement with the Air Force.

The Federal Bureau of Prisons acquired 940 acres at George. Architectural design for the George Federal Correctional Institution is underway. Design work for the 1,152 bed medium-security men's facility and a 768-bed woman's minimum security facility takes from 10-11 months. The construction bid and award process may take 3 months, and actual construction 24 months. Occupancy of the George facility is expected to occur in late 1999.

Airport Status: The Southern California International Airport (SCIA) opened in October 1994, when the Air Force executed a lease for 2,300 acres. The airport was granted an FAA Part 139 certificate in February 1995 to serve scheduled aircraft carrying over 30 passengers.

As of June 1996, 26 leases have been signed or are pending at the airport. About 300 people are employed. Among them are:

- KNS Metals, a FAA certified fabrication and repair facility making tubular goods for the Airbus, employs 13 people and uses 7,000 square feet of building space.
- A Denver-based company, U.S. Truck Driving School, is leasing two buildings with about 5,000 square feet. The facility employs 22 full-time employees and trains between 75 and 100 students a month.
- Comet Transport Inc., Long Grove, Illinois, will employ 50 people initially, and up to 200 in 4 years. The company leased a 2,000 foot building and will pay \$18,000 a year in rent for three years. The first year will be free in exchange for installing utility meters and making the building wheelchair accessible.
- West Coast Aerospace, Inc. is leasing a 20,000 square-foot warehouse building. The company produces thread-roll dies, which will be used in the manufacture of aerospace fasteners. The company plans to hire three new employees in the first year and projects a maximum employment of 25 in five years.
- Flannery Company, Inc. is moving its entire textbook distribution business to SCIA. Flannery is leasing a 21,000 square-foot warehouse building and will employ about 12 people.
- Northrop Grumman and Frontier Aviation leased about 50,000 square feet of office and warehouse space at George in anticipation of winning a \$230 million Pentagon contract to develop, build and test unmanned reconnaissance planes. On May 23, 1995 the contract was awarded to Teledyne-Ryan Aeronautical of San Diego. Northrop and Frontier reduced employees at George, from a combined high of 115 to six employees each.

The 1996 Defense Appropriations bill included a provision requiring the Army to use the airport at the former George Air Force Base, now known as Southern California International Airport (SCIA), as the interim airhead for the National Training Center at Fort Irwin until such time as a Barstow-Daggett airport is available to serve as a permanent airhead. Flights began on April 18, 1996. About 60,000 troops a year will pass through SCIA, as will commercial 747 aircraft, C-5 cargo planes and helicopters. The Army will become the airport's anchor tenant, providing annual fees and rental income of about \$5 million. The airport authority will hire a fixed base operator and has already installed navigational aids.

Homeless Assistance Status: VVEDA opted to rescreen the property and use the new homeless provisions. VVEDA agreed to review the HHS approved homeless applications from Lillie Ruff Inc. for 34 acres with 64 units, and for the High Desert Domestic Violence organization for a temporary living facility, a storage and retail sales building and 2 units of base housing. The current community plan anticipates providing about 100 beds on or off base and locating a Domestic Violence Center. The screening process is now over and the community plan was submitted to HUD in August 1996.

Environmental contamination: George Air Force Base is a NPL site with an estimated cleanup cost of \$110 million. Approximately 25% of the total acreage is considered clean under CERFA. Groundwater cleanup has been going on since 1990 and is expected to continue for 20-30 years.

Jurisdiction:

Infrastructure: Both Southern California Edison (SCE) and VVEDA bid to purchase the electric system which is in fair condition. The Air Force chose to sell the electric system to SCE for an estimated \$1 million. The purchase should be completed in late summer 1996. Edison and the Victor Valley Economic Development Authority (VVEDA) executed a Letter of Agreement, effective when SCE takes title to the electric system, which includes the following provisions:

- SCE will accept non-exclusive easements for the electrical system.
- Should SCE determine that it no longer needs a particular easement, it will quitclaim it to the underlying property owner or VVEDA.
- SCE and VVEDA will convene a working committee to develop transitional meter panel and service standards for existing buildings on the base.
- SCE will relocate a specified number of utility poles at its own expense to accommodate publicly funded street widening and street development projects.

SCE and Southwest Gas initially wanted easements with the gas and electric systems, but the Air Force was unwilling to grant them. Southwest Gas was interested in purchasing the gas system. However, there is very little information (maps and records) available about the gas system. Contel is the telephone company for the area.

The Public Utilities Commission granted SCE a waiver from CPUC rules, so that SCE could install a utility meter on a chapel. SCE will bill the chapel, and deduct that amount, plus an amount for line loss, from the George AFB bill. An Absolving Service Agreement has also been signed by SCE and the church.

Adelanto filed suit for the water rights at George. The water wells on the base are operated by Victorville. When Adelanto sold the land and water rights to the Air Force in 1942, there was a reversion clause back to Adelanto. However, the Air Force believes that the water permits for 5,000 acre feet of water belong to the Air Force and go with the base property. Litigation is currently pending.

Golf Course: VVEDA's EDC application will include the 9-hole golf course.

Financing Tools: AB 419 in 1989 authorized the Victor Valley Economic Development Authority (VVEDA), the LRA for the former George Air Force Base, to serve as a redevelopment agency. Its redevelopment project area

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includes the base property and off-base property in a radius extending eight miles from the base, about 45,000 acres. It is the largest redevelopment project area in the state. VVEDA established a redevelopment project area in 1993, but has received no tax increment revenues to date due to significant downward reappraisals of property by the County Assessor.

George AFB was selected for the state's Local Agency Military Base Recovery Area (LAMBRA) program. LAMBRA designation allows VVEDA to offer state tax incentives and assistance to businesses locating on the base property. State business incentives include: a 15-year net operating loss carryover; tax credits for sales and use taxes paid on the first \$20 million of qualified equipment and machinery purchases; hiring credits for wages paid to qualifying employees during the first five years of employment; and various business expense deductions. Designations are for a period of eight years.

Historic Properties: The State Historic Preservation Office has concurred with the Air Force that there are no historic properties on the base.

Film Production Opportunities: The entire base is controlled locally by VVEDA. Available filming areas include an active airport, hangars, barracks and residential neighborhoods. Contact Victoria Lee at (619)246-6115.

The base is about 2 hours from Los Angeles, outside Victorville, and off the I-15 freeway. Numerous commercials have been filmed at George. Segments of "Retroactive" from Orion, "Fled" by Metro-Goldwyn-Mayer, Inc. and "Face-Off" by Paramount have been filmed at George.

Grant Awards: CA TCA grant (\$16,650) to Riverside/San Bernardino County ('93)
EDA grant to VVEDA (\$50,000 in '90-91)
OEA grants to VVEDA (\$412,000)
FAA grant to VVEDA (\$118,000 in '91)
EDA grant to VVEDA (\$4.5 million for airport terminal, roads, water and sewer, '94)
EDA grant to VVEDA (\$2 million for air base road, '94)
CALTRANS grant to VVEDA (\$45,000 for 2 natural gas vehicles to promote ride-sharing '94)

Key Contacts: Ken Hobbs (619-955-5032) is the Executive Director of VVEDA, 14343 Civic Drive, Victorville, CA 92393.

Government Representatives:

U.S. Congress, 40th District, Lewis (R)
State Senate, 17th District, Knight (R)
State Assembly, 34th District, Olberg (R)

NORTON AIR FORCE BASE

<i>Reuse Plan</i>	<i>YES</i>
<i>Environmental Impact Statement</i>	<i>YES</i>
<i>Current new employment</i>	<i>-2,200-</i>
<i>Acres eligible for transfer</i>	<i>2,288</i>
<i>Acres retained by the federal government</i>	<i>0</i>
<i>Acres transferred by long-term lease</i>	<i>1,885</i>
<i>Acres transferred by deed</i>	<i>0</i>
<i>Remaining acreage</i>	<i>403</i>

Acres transferred:**By long-term lease:**

Airport Authority (1,291 acres by PBC)

EDC for 575 acres signed in March 1995 for \$52 million, including the golf course whose price of \$6 million had been negotiated previously

Loma Linda University, 6.4 acres

San Bernardino Park and Rec. Dept., 8.9 acres

Chapel, 3.6 acres

Community College, ___ acres

By deed:**Retained by the federal government:**

U.S. Forest Service, ___ acres

Location: The base is within the incorporated limits of the City of San Bernardino. It is surrounded by unincorporated areas of San Bernardino County and the cities of Redlands, Loma Linda, Highland, and Colton.

Closure Date: Closed, March 30, 1994

Job Loss: 4,520 (M) 2,133 (C)

Area and Facilities: The base covers 2,288 acres including a 10,000 foot runway, offices, warehouses and industrial structures.

Background: Norton AFB was announced for closure in 1988. The Inland Valley Development Authority (IVDA) was organized as a joint powers authority (JPA) in January 1990 to handle the reuse of Norton AFB. The members include the County of San Bernardino and the Cities of Colton, Loma Linda, and San Bernardino. The members of IVDA and the Cities of Redlands and Highland organized an additional JPA, the San Bernardino International Airport Authority (SBIAA), in June 1992, to accept the public benefit transfer of the airport facility at Norton.

Mileposts:

- June 1991: IVDA submitted its base reuse plan
- Summer 1991: FAA approved the airport layout plan
- June 1993: Air Force filed the final EIS
- December 1993: Air Force issued a partial Record of Decision conveying the aviation-related portion of Norton AFB. The Airport Authority would receive 998 acres as a public benefit conveyance and 293 acres by negotiated sale. This later was changed to all 1,291 acres transferred by PBC to the SBIAA. Utilities were not included. The initial ROD conveyed 35 acres to the U.S. Forest Service to consolidate its operations and employ 150 people.
- February 1994: IVDA signed a caretaker agreement with the Air Force to maintain the base.
- April 1994: IVDA took over operation of the golf course and agreed to pay \$6 million for this property.
- July 1994: IVDA broke ground for a \$9 million road improvement project funded in part by EDA. Utility lines, including fiber optics, were laid at the same time. These lines will be later leased back to utility companies by IVDA.
- September 1994: In the Supplemental Record of Decision, the Air Force accepted IVDA's offer to purchase 575 acres, using an "economic development conveyance"(EDC) provision under the Pryor regulations.
- March 8, 1995: IVDA and the Air Force signed lease documents transferring 575 acres to IVDA including gas, electric and telephone utilities. IVDA will pay \$46 million for the property and \$6 million for the golf course, without interest, over a 15 year period, using a 40-60% profit split on lease and sale revenues. This allows IVDA to fund improvements in roads, sewers, utilities and buildings at the site. The Air Force got the price it wanted and IVDA got the terms it wanted. In the EDC, the electric system was valued at \$300,000 and gas system at \$100,000.

Public Benefit Conveyances: A total of 3.5 million square feet of buildings:

- A clinic to Loma Linda University
- Parkland to City of San Bernardino Park and Recreation District
- Office building to U.S. Forest Service
- Chapel and youth center to local church/homeless provider
- Building to local community college
- Airport to SBIAA

Activity Update: IVDA has fully leased all the property, over 1 million square feet, at the former base.

A San Bernardino County fire department service center was dedicated on August 15, 1996.

Demolition work at the site of a new World Trade Center was scheduled to begin on June 6, 1996.

However, financial problems have delayed the project. The property must be cleared of all structures, including 12 large warehouses and a number of smaller support buildings. The Worldpointe project will consist of 400 components, each selling for \$1 million. Each unit will include 10,000 feet of warehouse, office and showroom space with access to shared facilities, such as an exhibition hall and other support facilities. The \$400 million

Worldpointe International Trade Center will be built by Cal Tai Associates, a San Jose commercial real estate development firm. Cal Tai acquired 150 acres of IVDA land, for \$5.4 million. The project could create 7,000 jobs at the former base by September 1997. Buildout will be 18 months. Demolition is expected to take 6 months to complete and cost \$2 million. Remediation at this parcel, excluding groundwater, will be complete by 1998. IVDA has applied for a 172 acre foreign trade zone.

DOD located a Defense Finance and Accounting Service (DFAS) center at Norton, employing 276 people in January 1997, and will employ up to 750 when fully operational.

As of January 1997, there are about 2,200 employees locating at Norton, including Los Padros (48 jobs), Associated Silk Screen Printing (25), Envelope Manufacturer Supply Co, (30), Treasured Oak Inc. (125), Coast Paper Box Co. (50 jobs), the caretaker function (30 jobs); the golf course (20 jobs).

IVDA's Small Business Incubator Program started in June of 1995; and it currently has a total of 24 leases with about 55 people employed. The Incubator expanded in the summer 1996 to a 10,500 square foot building.

IVDA renovated a former Air Force administration building for TRW to house its Strategic Systems Division with 450 employees. The Inland Valley Development Authority spent \$4 million, or \$29 per square foot, to upgrade the 137,458 square feet of space.

The Air Force is negotiating with an Indian tribe for a 50 acre parcel.

The San Bernardino Police Department temporarily leased a facility at Norton while a new headquarters building was built downtown. They are now in their new headquarters.

Airport: Current activity at the San Bernardino International Airport (SBIA) is focused on infrastructure improvement so that the facility can be made operable.

SBIA received approval of a 5-year, \$20 million authorization from the FAA Military Airport Program for construction purposes, the first such grant ever awarded in California. Of this amount, the Airport Authority received \$2.1 million for an airfield improvement project. An additional \$1 million grant is being used to renovate the terminal facility, a project which should be completed in January 1997.

EDA provided a \$2.6 million grant for roadway and parking lot improvements. The project is expected to be completed in November 1996.

The airport received its 139 Certification on June 14, 1996 so that passenger and charter aircraft can now be accommodated. A fixed base operator, Don Blue Aviation began operating in August 1995.

BSA International Aerospace Co., an FAA certified repair and refurbishing station, has 9 employees at the airport, and has leased space since March 1995.

Negotiations with Precision Standard Inc. from Birmingham, Alabama in June 1995 ended without a signed lease.

Homeless Assistance Status: The housing at Norton has not yet been screened for homeless use because it was being used for personnel at March Air Force Base. However, March was realigned in 1993, and the Air Force vacated the housing in late 1995. Screening is expected to begin in November 1996.

IVDA gave \$1.5 million of its redevelopment funds for housing assistance, through the 20% replacement set-aside requirement of California redevelopment law.

Soon after Norton was announced for closure, Western Eagle Foundation Inc., a homeless group, requested the entire base. HHS rejected this proposal but approved conveyance of about 5 buildings for use by the Foundation. The Record of Decision approved conveyance of these 5 buildings to the Foundation. However, the Foundation's funding failed to materialize and the project never got off the ground. Another organization, Grace Apostolic Church, requested two buildings under the McKinney Act for a youth center and a church. The application was approved by HHS. The property was conveyed to HHS but, because of toxic contamination, the property had to be leased to the church until remediation work is complete.

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Environmental contamination: Norton is a NPL site, with 15% of Norton's acreage considered clean under CERFA. Total cleanup costs are estimated to be \$105 million.

On July 3, 1996, the California Department of Toxic Substances Control (DTSC), and the Santa Ana Regional Water Quality Control Board concurred with the Air Force's determination that the approved pump and treat groundwater remediation system for the Central Base Area trichloroethylene contamination plume know as Operating Unit 1 (OU-1) at the former Norton Air Force Base is operating properly and successfully. Similarly in a letter dated July 26, U.S. EPA made this same determination. This means that State and Federal regulators have determined that the Air Force complied with the November 24, 1994 Record of Decision for remediating the groundwater and with the Comprehensive Environmental Response Compensation and Liability Act (CERCLA) Section 120(h)(3).

OU-1 has been a major impediment to the transfer of property overlying the plume, including 400 acres now leased by the Inland Valley Development Agency. Since the Norton site is listed on the CERCLA National Priority List, the Environmental Protection Agency (U.S. EPA) Administrator is required to make the determination that all remedial actions regarding OU-1 have been taken and the remediation is successful. Without U.S. EPA approval of the pump and treat system, the federal government would not be able to transfer the property overlying the groundwater contamination plume.

Even with the regulatory agencies concurrence with CERCLA Section 120 (h)(3) for OU-1, a Record of Decision for the cleanup of surface soil contamination sites and other areas of concern is required. Once these sites are cleaned up, a significant portion of the western part of the Norton site will be available for transfer and commercial development.

Infrastructure: The entire utility system must be replaced. The estimated cost of infrastructure replacement at Norton is \$280 million.

IVDA built a new \$6 million road system which included utility conduits. IVDA has leased conduit lines back to the utilities.

The Air Force conveyed the electric and gas system to IVDA as part of their EDC sale purchase. IVDA has negotiated with Southern California Edison (SCE), GTE and Southern California Gas to install new underground utilities as reuse occurs.

SCE is operating the old electric system as it builds a new one, gradually phasing out the electric lines owned by the Air Force.

Southern California Gas owned some gas lines and rights-of-way on the base. The Air Force also owned some gas lines on the base. SCG will continue to use its own gas lines, and eventually install new lines to base tenants.

IVDA sold the telephone system to GTE effective April 1996

The water and sewer systems will be conveyed through public benefit transfer to IVDA.

Jurisdiction: Retrocession to state jurisdiction occurred on the day that the base closed, March 1994.

Historic Properties: There are no buildings on this base eligible for listing on the National Register of Historic Places.

Golf Course: The Inland Valley Development Authority (IVDA) took over operation of the Norton golf course in April 1994. IVDA agreed to pay \$6 million for the property, and added this figure to its "economic development conveyance" (EDC) offer of \$46 million for 575 acres. Revenue last year (\$330,000) was reinvested in the golf facility.

The course is an 18-hole, Par 72, 6,701 yard championship course with a rating of 71.7. The reuse authority (IVDA) operates the golf course and food service facilities, including a club house with dining service for 200 people. Discount greens fees are available to retired military and active DoD employees.

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The pro shop is leased to a private company which pays rent of \$700 per month or 5% of gross revenue, whichever is higher.

Financing Tools: State legislation conferred redevelopment agency status on the Inland Valley Development Authority (IVDA), the LRA for the former Norton Air Force Base in San Bernardino County. AB 419, which passed the California Legislature in 1989, created a redevelopment project area within a 3-mile radius of the base encompassing the former Air Force base (2,288 acres) and 15,000 additional acres. IVDA has issued bonds totaling \$25 million.

Film Production Opportunities: Areas available for filming include 5 hangars (4 at 60,000 square feet with 90 foot ceilings and 1 at 50,000 square feet with a 60 foot ceiling), an airstrip, a 1980's control tower and terminal building, golf course, offices, barracks, and duplex housing units. For airport property, a location agreement must be signed by the SBIA and can take a few days. On the IVDA property a location agreement will take not more than two weeks.

The base is about an hour drive from Los Angeles. It is off Interstate 10 past the 215 interchange. For SBIA property contact Sheri Anderson at (909)382-4100. For IVDA property, contact Linda Summers (909)885-4832.

"Desperate Measures" by Mandalay Entertainment and "Volcano" by Fox 2000 Pictures were filmed at Norton in the fall 1996.

Grant Awards: OEA planning grants (\$631,000)

EDA grant \$6.750 million for a \$9 million road and water lines upgrade project.

EDA grant \$2.5 million for a \$3.5 million airport terminal road and parking lot project

General Telephone and OEA grant (\$50,000) to develop a small business incubator program.

FAA Military Airport Program for airport construction \$3.3 million

TCA grant 94/95 \$100,000 to the San Bernardino Airport Authority

TCA grant 96/97 for \$262,000 to IVDA for infrastructure project

Key Contacts: Bill Bopf (909-885-4832) is Executive Director of IVDA, 201 North E Street, 2nd Floor, San Bernardino, CA 92401 or <http://www.eee.org/bus/ivda>

James Monger is the Airport Director, San Bernardino International Airport (909) 388-1144

Government Representatives:

U.S. Congress 42nd District - G. Brown (D)

U. S. Congress 40th district - Lewis (R)

State Senate 32nd District - Ayala (D)

State Assembly 62nd District - Joe Baca -D

MILITARY BASE CLOSURES ANNOUNCED IN APRIL 1991 - BRAC II**SACRAMENTO ARMY DEPOT**

<i>Reuse Plan</i>	<i>YES</i>
<i>Environmental Impact Statement</i>	<i>YES</i>
<i>Current new employment</i>	<i>5,000</i>
<i>Acres eligible for transfer</i>	<i>487</i>
<i>Acres retained by the federal government</i>	<i>80</i>
<i>Acres transferred by long-term lease</i>	<i>407</i>
<i>Acres transferred by deed</i>	<i>0</i>
<i>Acres remaining</i>	<i>0</i>

Acres Transferred:**By long-term lease:**

Foodlink, 28 acres, McKinney Conveyance

CSUS, 8 acres, PBC

EDC, 371 acres, signed March 1995, \$7.2 million in 10 years

By deed:**Retained by the federal government:**

Army Navy Reserve Center, 80 acres, federal transfer

Pending property transfers:**Location:** The Depot is located within the city limits of Sacramento, in an industrial area.**Job Loss:** 334 (m) 3,164 (c)**Closure:** CLOSED March 2, 1995.

Area and Facilities: The base occupies 487 acres, primarily including industrial and warehouse structures. The Army Reserve, California National Guard, and the Navy and Marine Corps Reserve Center will retain a total of 80-acres.

- Mileposts:**
- January 1994: The Army issued a Draft Environmental Impact Statement
 - June 1994: The Sacramento Army Reuse Commission adopted the reuse plan.
 - Fall 1994: Packard Bell, the computer company whose plant in Northridge was damaged by an earthquake decided to relocate a 3,000 employee assembly plant and distribution center at the Depot. The decision to locate at the Depot hinged on SB 344, enacted by the California Legislature, designating the Army Depot as a state enterprise zone with certain tax incentives. The City loaned Packard Bell \$26 million for moving costs and building renovation. The City's financing came from the Bank of America which would not accept the Depot property as collateral, agreeing instead to accept a city-owned downtown parking garage. As of April, 1996, Packard Bell had 3,500 employees working at its Depot facility (down from 5,000 in August 1995). This is the only Packard Bell manufacturing plant in the U.S. In August 1995, the company began looking for additional space.
 - December 13, 1994: City of Sacramento signed an interim lease with the Army for approximately 124 acres at the Depot for the Packard Bell site. The City incurred some liability and took out "lease interruption insurance." The City in turn sub-leased the site to Packard Bell. The interim lease provided that the City pay rent to the Army based on the property's fair market value. However, rent would be offset by the costs incurred by Packard Bell in preparing buildings and the site for operation.
 - March 3, 1995: Title conveyance for most of the Depot's 487 acres occurred one day after the base officially closed.
 - 80 acres -Army and Navy Reserve Center
 - 306 acres -City of Sacramento (EDC) March 1995,
 - 65 acres -City of Sacramento (EDC) January 1997
 - 28 acres -Cal Foodlink (McKinney conveyance)
 - 8 acres -Cal State University (Public benefit conveyance)
- | | |
|-----------|-------|
| 487 acres | TOTAL |
|-----------|-------|

The City of Sacramento offered five primary forms of compensation to the Army in order to make the Depot land and buildings available to Packard Bell.

- First, the City secured the withdrawal of several public benefit conveyance requests, and moved one McKinney conveyance recipient offsite at the City's expense of \$840,000.
- Second, the City requested that the utility systems be conveyed with the property, which shifted the burden for infrastructure improvements or privatization of utility systems from the Army to the City. This allowed the Army to close down operations upon conveyance of the property, eliminating need for a caretaker workforce at an estimated annual cost of \$1 million, and annual landlord costs of \$500,000.
- Third, at its own risk, the City invested in the site by guaranteeing over \$26 million in loans for building improvements and moving expenses to attract a major user, Packard Bell, to locate its headquarters and a large assembly plant at the depot site. Packard Bell was not interested in the Depot buildings in their existing condition, but saw potential for using the large available floor space for production and storage if extensive modifications and code upgrades were done to the buildings.

- Fourth, the City will pay the Army \$7.2 million in year 10 for the property. This equates to the revenue minus expenses the City anticipates realizing in year 10 from purchase options Packard Bell would exercise.
- Finally, the City has agreed to allow the Army Reserves to use a building rent free until the year 2000, when a new reserve center is built.

Nearly all of the 3,000 former employees at the Sacramento Army Depot have been reemployed. The Sacramento Training and Response Team (START), a group of thirteen community employment, training and placement agencies worked closely with the Army to place former Depot employees. Reemployment efforts were given a substantial boost when Packard Bell announced plans to relocate to the Depot site. California's Employment Development Department (EDD), a member of START, took the lead in organizing the recruitment and hiring process for Packard Bell. The company was given a single point of contact at EDD's Sacramento office where all employment applications were filed. Former depot employees were given priority in hiring. Employee recruitment drives in the surrounding neighborhoods surrounding the Depot enabled Packard Bell to take advantage of certain Enterprise Zone tax incentives relating to the hiring of local residents. EDD pre-screened over 25,000 job applications.

Current Activity: Having recently merged with NEC, Packard Bell would like to expand operations at the Depot. However, the only space available would be in warehouses currently held by Foodlink, a McKinney conveyance applicant.

The City of Sacramento is currently paying Foodlink's share of security costs for the property or \$400 per month. Foodlink is unable to pay these costs.

Homeless Assistance Status: An approved McKinney Act applicant rescinded its application when it was determined that its usage of their Depot parcel would have negatively impacted the plan of Packard Bell, the computer manufacturer, to operate at the base and initially employ 3,000 people. A condition of this rescission was the payment of an \$840,000 relocation fee by the City of Sacramento to the applicant.

Foodlink, a food distribution network providing homeless groups with food in the western U.S. has been operating at the depot, and will be conveyed 600,000 square feet to warehouse space on 28 acres under the McKinney Act. However, the U.S. Department of Health and Human Services (HHS) does not want to hold the property for Foodlink unless it will be indemnified for toxic liability due to Foodlink's storage of food. Foodlink now occupies the property under a "license" from the Army and has subleased part of its property to other users.

California State University-Sacramento (CSUS) requested 8 acres under a public benefit conveyance, sponsored by the U.S. Department of Education. However, the university has not yet occupied its portion of the property and has allowed Packard Bell to use some of its property. In their applications for federal sponsorship, both Foodlink and CSU agreed to operate their facilities in accordance with state and local codes.

The City has asked Foodlink and CSUS to pay their share of the infrastructure upgrades and to bring their properties into compliance with state and local health and safety codes. Additionally, the City requested that these two organizations file a sub-division map and install new electric, gas, water and sewer lines. The city determined that CSU's share for upgrading the roads and utilities would be over \$700,000. CSU's position is that as a state entity it is exempt from local jurisdiction and not obliged to record its property acquisition on a subdivision map. Neither will it pay local fees and permits. The City has itemized CSU's share to include, for example, common area maintenance (\$38,000), road upgrades (\$300,000), traffic mitigation (\$300,000), water and sewer upgrades (\$100,000), and building code compliance (\$40,000 or more). The cost to Foodlink would be \$2.7 million. The Army and Navy Reserve Center, with 80 acres, will also break off from the main base system and install new utility lines.

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Environmental contamination: The Depot is a NPL site with 15% of the total acreage identified as clean under CERFA. Total cleanup costs are expected to be \$105 million.

The Sacramento Army Depot became the first closing base in the nation with an approved Basewide Record of Decision for cleanup of toxic contamination. U.S. EPA, Cal/EPA, the Army and the Central Valley Regional Water Quality Control Board signed the document, which spells out a future course of action to remedy soil and groundwater contamination at the base. Contamination is expected to be removed by the end of 1996, at a cost of between \$60-70 million. The Depot is expected to be taken off the federal Superfund list of contaminated sites next year, making it the first base closure site to be removed from the list.

Two horizontal wells such as are used in the petroleum industry are being used at the Depot to capture the groundwater plume which has migrated off-base. The concentration of trichloroethene (TCE), the primary pollutant in the ground water, varies from 10 to 40 parts per billion, exceeding the allowable drinking water standard of 5 parts per billion. The groundwater treatment system is projected to operate until the year 2001.

Jurisdiction:

Infrastructure: The Corps of Engineers estimated infrastructure requirements at the Depot to be as follows: \$3 million for water, \$11 million for sewer, \$3 million for rail, \$1 million for the gas system, \$2 million for the electric system, \$1 million for roads and \$1 million for the telephone lines for a total of \$22 million.

The Army funded a PG&E engineering study of the gas lines at the Depot. SMUD was not interested in acquiring the 1970's era electric system, and Pacific Bell was not interested in the telephone system.

The City received the utilities as part of the economic development conveyance. Initially, the City will maintain and operate the utilities as a private developer for the entire parcel, estimating a pro-rata utility charge in a tenant's rent. Gas will be distributed from the PG&E base entry point, and electricity will be distributed from the SMUD electric substation located in the middle of the base. Initially, Packard Bell, as lessee of the City, will use City loans to selectively upgrade existing Depot structures, electrical and gas systems, and lay new fiber optic lines.

SMUD and Packard Bell signed an "emergency services agreement" after SMUD restored power in August 1995 because Packard Bell was unable to find a qualified high voltage contractor.

Financing Tools: In July 1995, the City of Sacramento designated 1,420 acres in the City as a Redevelopment project area, incorporating 485 acres from the former Sacramento Army Depot property. The City used standard California Redevelopment Law to make its required findings.

The depot site is a California enterprise zone program area, allowing tax advantages to firms locating within the area.

Grant Awards: OEA grants for \$436,000 to Sacramento
TCA grant for \$12,500 to the City (94)

Key Contacts: Debra Nyland is with the City Manager's Office of Economic Development (916)264-7145.

Government Representatives:

U.S. Congress 5th District- Matsui-D
State Senate 5th District- Johnston-D
State Assembly 10th District -Bowler-R

MARCH AIR FORCE BASE
(Realignment)

<i>Reuse Plan</i>	<i>YES</i>
<i>Environmental Impact Statement</i>	<i>YES</i>
<i>Current new employment</i>	<i>100</i>
<i>Acres eligible for transfer</i>	<i>4,400</i>
<i>Acres retained by the federal government*</i>	<i>0</i>
<i>Acres transferred by long-term lease</i>	<i>0</i>
<i>Acres transferred by deed</i>	<i>0</i>
<i>Acres remaining</i>	<i>4,400</i>

* March AFB was realigned. The Air Force retained 2,258 acres.

Acres transferred:

By long-term lease:

By deed:

Retained by the federal government:

Pending property requests:

Location: The base is located in Riverside County, and is bordered by the cities of Moreno Valley, Perris and Riverside.

Projected Realignment and Closure: Realigned April 1, 1996

Job Loss: 2,961 (m) 997 (c)

Area and Facilities: The base covers about 6,700 acres. Of these 6,700 acres, 2,258 acres at the airport will be retained by the Air Force Reserves. The reuse plan for the remaining 4,400 acres includes 111 family housing units, a school, a 90-bed hospital, administrative buildings and numerous specialty buildings. Within these 4,400 acres, 1000 acres have been set aside by the Air Force for habitat protection of the endangered Stephens' Kangaroo rat.

A few years ago, the Air Force signed a management agreement dedicating about 1,000 acres for threatened and endangered species, and identifying another 1200 acres as suitable for wildlife management. These 2,200 acres were in the surplus determination, and the conditions concerning habitat conservation go with the property. If development is to occur on these 2,200 acres, then replacement habitat will have to be found. The

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March JPA, Air Force, Bureau of Land Management, U.S. Fish and Wildlife Service and the Riverside County Habitat Conservation Agency (RCHCA) have been studying opportunities to trade this acreage at March for more or better habitat areas elsewhere.

Planning Status: A final reuse plan was submitted to the Air Force in December 1995, and a homeless plan to HUD. However, HUD did not accept the plan because it did not include legally binding agreements with homeless providers. These agreements are now being developed.

An EIS is now complete. The preferred alternative features a joint military-civilian use of the airfield. The preferred alternative also assumes that kangaroo rat habitat at March will be exchanged for other suitable habitat within Riverside County, in order to fully benefit from economic development of the property.

The March JPA is authorized to act as an airport authority. A joint use airport agreement between the Air Force and the JPA is expected soon. A cargo carrier may be interested in locating at March.

Current Activity: The JPA is hoping to lease 111 single family housing units in the historic Green Acres housing complex. The units have been vacant since March 1996. However, lead-based paint and high pesticide readings must be addressed.

The JPA has a short-term lease to the golf course, the museum, a small chapel and a 217 acre parcel with several buildings now being used for the Riverside County Public Safety Training Center.

On April 1, 1996, the March Joint Powers Authority (JPA) began operating and maintaining the realigned portion of March Air Force Base. March Air Force Base, in Riverside County, now joins the former Norton, George and Castle Air Force Bases where the local authorities have operated and maintained closed military bases.

The March JPA will operate and maintain utility systems in both the realigned area which includes the base proper (4,400 acres), and in the Air Force Reserve cantonment area (the airport and 2,258 acres.) The JPA will contract with individual local utility providers to provide these services. The utility systems (electricity, gas, telephone, water and sewer) will not be upgraded unless there is a safety or health problem. Fire protection for the realigned area will be provided by the Air Force Reserves from the cantonment area. Security services for the realigned area are under contract with a private firm, while the Air Force Reserves will police their own area. Grounds, buildings and streets in the realigned portion of the base will be maintained by private firms managed by the JPA.

The caretaker agreement, in the form of a grant, is on a year-to-year basis, with renewal options. The first year's grant is expected to be approximately \$2 million. The Air Force considers the caretaker agreement a grant rather than a contract. The Air Force makes use of its authority to offer grants, which may be negotiated between the military service and the JPA. Federal contracts require competitive bidding.

Background: The March Joint Powers Authority membership includes the County of Riverside, and the Cities of Moreno Valley, Perris and Riverside.

The federal screening process resulted in thirty reuse requests and 20 McKinney requests, including requests by the Veteran's Administration to extend the March National Cemetery, facility requests by the Navy and Marine Corps, Army Reserves, Army and Air Force Exchange Services, the California National Guard and the Armed Forces Radio and Television Service.

After the DoD and federal screening process ended, the Determination of Surplus Property, (the first property decision at March Air Force Base), was released in May 1995.

In July 1995, the March JPA asked the U.S. District Court to resolve a dispute concerning surplus personal property. The suit alleged that the Air Force "acted arbitrarily, in violation of federal law" when it stripped equipment and furnishings from buildings on the base including a fire truck, ordered by the Air Force prior to the realignment decision. The truck would serve the five-story Air Force hospital which will most likely be excessed for community use. The lawsuit was resolved with a Memorandum providing that any property transfer challenged by the JPA would be heard through an administrative process.

Homeless Assistance Status: The Reuse Authority opted to use the new homeless provisions and will address the needs of the homeless in its reuse plan. The March JPA established a Homeless Assistance Review Subcommittee to make a recommendation for the homeless component of the plan and to review the applications of nine McKinney program applicants.

Museum: The March Field Museum Foundation with nearly 1,000 supporters, is now solely responsible for maintaining and displaying approximately 5,000 museum items and 50 aircraft on loan from the Air Force. All Air Force financial contributions ended April 1, 1996 when March Air Force Base was realigned. In the previous year, the Air Force contributed \$250,000 to the museum which annually draws about 120,000 visitors.

In 1993, the March Field Museum Foundation built a 27,000 square foot hangar-like building to house the March Air Force museum collection, occupying 44 acres leased from the Air Force on an interim no-cost basis. The Foundation is expected to request the 44 acre parcel under a public benefit conveyance. However, it is unclear which federal entity will sponsor this conveyance. If sponsorship comes from the U.S. Department of Education, the Foundation would be required to develop an education component to the Museum's program. Under sponsorship of the U.S. Department of the Interior for use as a park and recreation facility, the property must be held by a government entity rather than a non-profit Foundation.

Environmental Contamination: March is on the National Priorities List. In March 1995, an approved clean-up plan was accepted. It includes 42 remedial sites, with some of these sites having already been cleaned up. Total cleanup was originally estimated at \$300 million with \$83 million having been spent through FY 94.

At a time when Congress is drastically reducing funding for toxic waste cleanups at military bases, funding for March Air Force Base has been steady and abundant. The Air Force is spending \$37 million in 1996 on remediation and is authorized to spend \$23 million in 1997. The initial cost estimate to restore March was set at about \$300 million and was to be completed by year 2010. A fast track cleanup initiative is expected to cost about \$170 million and to be finished by 2000. Major savings have resulted from new approaches. First, Federal and State regulators and key base staff initiated a combined review of all actions, protocols and costs to affirm that they are driven by realistic reuse requirements. Second, since pollutants at March fall into a few characteristic types, similar treatment methods are feasible. Because of this, a number of landfills could be consolidated into one lined cell which is both cost effective and frees up land for reuse.

At the realigned March Air Force Base in Riverside County, the Army Corps of Engineers Rapid Response Units recently completed the consolidation of 18 hazardous waste sites into one landfill site. Built on the footprint of an existing landfill, the Corps excavated the site and expanded its size. Five feet of clean fill were placed in the excavation, and then covered with a polyethelene liner and leachate collection system. The excavation was refilled with the debris from 18 other landfills. The consolidated landfill was then capped with a liner, a 2 foot clay liner, 2 feet of clean fill and 2 feet of vegetation. Groundwater and gas monitoring must continue for 30 years. If the Corps had remediated each of the 18 landfills separately, the cost was estimated to be \$46 million compared to \$14 million cost for the consolidated landfill.

Infrastructure: The JPA has asked all utility providers to assess their systems at the base, including Southern California Edison, Southern California Gas, and the local municipal water districts. The JPA has proposed to continue running the systems under the caretaker program and is interested in acquiring the base infrastructure.

The utility systems were not in the surplus determination. The March JPA wants them declared surplus. The Air Force insists on two conditions: that the remaining Air Force activities be charged reasonable utility rates and that the Air Force not be charged for expansion upgrades.

A Western Area power allocation (WAPA) from the Central Valley Project (CVP) is available at March at about half the cost of electricity currently available. This discounted electricity will be available until 2002. The Reserves will keep WAPA power in the contonment area.

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Jurisdiction: Partial federal jurisdiction was replaced by proprietary jurisdiction in May 1996. The Air Force requested retrocession of jurisdiction to proprietorial jurisdiction for the entire base. The State Lands Commission addressed the issue at its May 9 meeting, and approved the request. It was recorded with the County and the Secretary of State within two weeks.

Golf Course: There is an 18-hole course which the community will request as a public benefit conveyance sponsored by the U.S. Department of the Interior. The JPA is leasing the golf course, and is operating it.

Historic Properties: The Green Acres housing complex consists of 126 single family homes and is eligible for listing on the National Register of Historic Places. An 8' tall chain link fence separates 15 housing units which the Air Force retained in the cantonment area from the 111 units which the JPA will retain. The 15 Air Force units are within 500 feet of the flight line. The JPA hopes to lease these units and to rent them to DoD personnel in the area. Because the Air Force would still own the units, they will not be required to meet local building codes.

Built in the late 1920's, these housing units have high concentrations of pesticides in the crawl spaces and along the foundations. A second air sample investigation confirmed this problem. Generally, military housing is not tested for pesticide concentrations. However, because another building at March was found to have high pesticide readings, the Air Force decided to test the housing units before they were leased to the JPA. The March Joint Powers Authority (JPA) planned to lease 111 of these historic housing units and has retained a private property management firm pending execution of the interim lease.

The Air Force's draft Finding of Suitability to Lease (FOSL) also indicates the likely presence of chipping and peeling lead-based paint. The draft FOSL includes a restriction against occupancy by families with children under six years of age.

Financing Tools: On July 17, the March Joint Powers Authority (JPA) Redevelopment Agency established a redevelopment project area which includes the former March Air Force Base (6,700 acres) and 450 acres off the base. The Agency's task is to mitigate the adverse economic impacts on the surrounding community resulting from the realignment at March and, more specifically, to expedite the completion of the work set out in the reuse plan.

The Agency completed an Environmental Impact Report for the redevelopment project using the Air Force's certified Environmental Impact Statement as a basis.

Using California Redevelopment Law and the special provisions enacted in 1994 by AB 3769 (Weggeland), the March JPA Redevelopment Agency is authorized to borrow funds, issue bonds, and create indebtedness in carrying out the redevelopment plan which may include a small amount of land off the base. Annual tax revenues (up to the base amount established when the redevelopment plan was adopted) will be paid to the existing taxing jurisdictions. "Tax increment revenues," or additional revenues above the base year level, will be apportioned among the Redevelopment Agency and other taxing entities. The Agency must use its revenues to repay outstanding indebtedness.

The Redevelopment Agency may construct and rehabilitate low- and moderate-income housing and commercial and industrial properties, as well as undertake infrastructure improvements. Public improvements may include renovation or construction of streets, curbs and gutters, traffic signals, street lighting, water, sewer and flood control systems, and public transit facilities.

Film Production Opportunities: Available facilities include 586 residential housing units, 111 units of late 1920's housing, a windowless, high-tech control room and an 18 hole golf course. A production company must enter into a sub-lease with the JPA which has a master lease with the Air Force. If the script has military content, the approval must first be obtained by the Air Force Public Affairs Office, (310)235-7517. Script approval and an approved sub-lease may take 4-6 weeks. The former March Air Force Base is one and a half hours from downtown Los Angeles, and is 5 miles from the junction of freeways 215 and 60. Contact Lori Stone with the March JPA at (909)656-7000.

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Grant Awards: OEA planning grant for \$327,000 (94)
OEA grant (95) for \$408,000
OEA grant (96) for \$510,000
TCA grant 95/96 for \$22,000 to March JPA
CA TCA DAM grant 96/97 for \$79,000 to JPA

Key Contacts: Steve Albright is Executive Director of the March JPA (909-656-7000).
Gerry Maneri is the Air Force Base Transition Coordinator (909-697-6726)

Government Representatives:

U.S. Congress 43rd District-Calvert-R
State Senate 36th District-Ray Haynes-R
State Assembly 64th District-Pacheco R

MCCLELLAN AIR FORCE BASE

<i>Reuse Plan</i>	<i>NO</i>
<i>Environmental Impact Statement</i>	<i>NO</i>
<i>Current new employment</i>	<i>0</i>
<i>Acres eligible for transfer</i>	<i>3,778</i>
<i>Acres retained by the federal government</i>	<i>0</i>
<i>Acres transferred by long-term lease</i>	<i>0</i>
<i>Acres transferred by deed</i>	<i>0</i>
<i>Acres remaining</i>	<i>3,778</i>

Acres transferred:

By long-term lease:

By deed:

Retained by the federal government:

Pending property transfers:

Location: The base is located in the unincorporated portion of Sacramento County, 7 miles northeast of downtown Sacramento.

Projected Closure: Must close by September 30, 2001.

Job loss: 2,757 (m), 8,828 (c), according to official Base Closure Commission figures.

Area and Facilities: McClellan is composed of 3,778 acres. It has 155 industrial buildings totaling 4,321,219 square feet; 35 warehouses totaling 4,035,752 square feet and a single 10,600 foot runway. There are 13 dormitory buildings with a capacity of 1,113, and 109 single family housing units. There are about 200 housing units off-base and a 9-hole golf course.

Unique facilities include a nuclear radiation center, a plastic media blast facility, a digital network switching center, aircraft instrument and computer facility, technical operations division laboratory, F-111 cold proof facility, hydraulic repair facility, global high frequency radio facility, and an anechoic chamber for antenna testing.

Background: On July 26, 1995, the Sacramento County Board of Supervisors passed a resolution declaring itself the Local Redevelopment Authority (LRA) for McClellan Air Force Base. At the same time, the Board formed a 14-member "Mission McClellan Executive Advisory Committee," consisting of representatives of the County, the City of Sacramento, the State, and others. The Advisory Committee will advise the Board on matters related to privatization and reuse structure, and will oversee inventories of personnel skills, physical and technological assets, liabilities, and conversion resources at McClellan.

Following the decision to close McClellan, President Clinton pledged that his administration will assist in implementing a privatization plan, will preserve 8,700 jobs at the base until the year 2001, and will convert as many as 4,300 of those government jobs to private employment after the base closes. The privatization plan will, therefore, be a key component of the overall base reuse plan.

The issue of how the airport will be operated must be addressed.

As of December 15 1995, the end of the federal screening period, the following federal requests for property have been made:

- Department of Interior requested Davis and Roseville communications antenna for habitat and vernal pool protection
- Department of Agriculture requested a dock on the Sacramento River
- General Accounting Office and the Defense Printing Service requested office space
- Veterans Administration is interested in McClellan's hospital at Mather if funding is not made available for a new Travis VA hospital.
- U.S. Corps of Engineers would like Building 250
- California Army National Guard would like a larger facility
- Federal Aviation Administration would like existing antenna and navigational sites

State and Local public requests for property may be made until March 1996, and to date are as follows:

- Fire Districts would like 40 acres for a regional fire training center
- Sacramento City requested a regional law enforcement training center
- County request for a solid waste transfer yard
- Parks District would like recreational facilities

Planning Status: A draft reuse plan is ready for approval. On October 17, 1996, the Air Force gave notice of its intent to prepare an EIS.

In February 1996 a Michigan-based, research and development consortium and the Air Force agreed to work together to design and build a rotary engine for military and commercial use at the base. The non-profit consortium, the National Center for Manufacturing Sciences and the federal government will put up \$900,000 for the first phase of the project geared to produce 100 prototype rotary engines beginning in 1997.

Recent Activity: A five-year, \$50 million joint research project of the Pentagon and American automakers was announced in November 1996 at McClellan Air Force Base. A metal casting plant will be created in a 60,000 square foot warehouse on the base. Scrap metal will be melted in a furnace and then poured into an automobile engine block mold. Emissions at the foundry will not be allowed to escape into the air but will be collected and measured by scientists and engineers who will conduct pollution-reduction experiments. The goal of the project is to find a way to sharply reduce the air pollution from metal casting facilities before the end of 1999 when tougher clean air requirements for the metal casting industry go into effect nationwide. The U.S. car industry uses nearly

half of all metal castings produced in the U.S. while the Department of Defense relies on metal castings for military hardware such as tank turrets and the tail structures of jet fighters.

On August 16, 1996 the Air Force announced a plan which could privatize McClellan Air Force Base by setting up a competition for a wide variety of work valued at \$220 million annually and currently being done at McClellan by about 2,300 civilian government employees. Only one out-of-state military depot will be allowed to bid in the competition. In order to assure the continued viability of McClellan, Sacramento County will encourage private sector bidders to compete with the out-of-state military depot.

Current federal law requires both public and private competition on depot contracts with a value greater than \$3 million, and requires that at least 60 percent of all depot maintenance work be done by government workers.

In October 1996, the Air Force plans to call for proposals from private contractors. Two will be selected in December 1996 and will be given 6-7 months to further study the McClellan operations. In September 1997, these two private contractors and one military depot will submit formal bids for the work. The winner will be announced in January 1998. The new plan substantially accelerates the opportunity to privatize work at McClellan, by combining work into large packages preferred by private companies. However, it creates the risk that another depot will win the competition and move the workload from McClellan.

President Clinton visited Sacramento's McClellan Air Force Base on July 23, 1996. On the eve of his visit, the Administration announced a number of new programs aimed at assisting McClellan workers and furthering privatization of the facility's workload. On the day previous to the President's arrival, Labor Secretary Robert Reich announced a \$4.5 million grant for training programs to teach 1,200 McClellan employees new skills to prepare them to work in the private sector. In the week previous to the President's visit, Rep. Vic Fazio, D-West Sacramento announced that the Administration had taken the following actions to assist in the privatization of base facilities.

- The commissary and base exchange at McClellan will remain open indefinitely, without regard to the small number of active duty personnel in the area.
- A microelectronics repair center at McClellan, which was slated to close with the base, will remain open under the authority of the Defense Logistics Agency and the Los Angeles Air Force Base.
- The Defense Department will spend \$6.5 million to continue construction of a state-of-the-art facility that will develop advanced metal-casting techniques.
- The Energy Department will spend \$800,000 to finance improvements to a small research reactor at McClellan that is used to inspect aircraft and could be utilized for medical research.

In February 1996, Secretary Perry announced that the Air Force will spend nearly \$9 million for a flood control project at McClellan. However, the Congress declined to appropriate funds for this purpose. In addition, Mr. Perry announced that the Air Force will award \$2.3 million to upgrade a nuclear reactor at McClellan that produces neutrons to check Air Force fighter planes for corrosion and other defects. Doubling the power of the reactor would allow for expanded uses by the Air Force and possibly pave the way for private operations.

A Task Force appointed by Governor Pete Wilson and headed by California Trade and Commerce Secretary Julie Meier Wright released its report in April 1996 on the challenges of the proposed "privatization in place" at McClellan Air Force Base in Sacramento. The Task Force outlined the major policy changes that must be made if privatization is to succeed.

- Congress must repeal the 60/40 law which reserves 60 percent of Department of Defense (DoD) dollars for maintenance work performed at government-owned facilities, requiring that no more than 40 percent of DoD maintenance work be completed by private businesses.
- Congress must remove a number of difficult reporting requirements and accounting rules that are difficult for private firms to meet.
- Federal policy preventing new DoD workloads from coming to McClellan must be changed.
 - Congress must commit the money necessary to clean up McClellan and indemnify prospective investors against liability for the toxic contamination caused by the Air Force.

Historic Property: The Sacramento Air Depot Historic District at McClellan AFB consists of 80 buildings. Of these 80 buildings, 59 contribute to the historic value of the district. Of the 80, 51 are listed on the National Register of Historic Places, and 8 are eligible for listing. The district covers about 140 acres.

Environmental Contamination: The base is a NPL ("Superfund") site, having the second highest Hazardous Ranking Score of any military installation in the nation; only the Rocky Mountain Arsenal in Colorado ranks higher. Estimated cleanup costs are \$1.2 billion. Soil and groundwater contamination have resulted from use of organic solvents, caustic cleaners, electroplating heavy metals, jet fuel, and low-level radioactive materials. The Air Force has operated an aggressive Installation Restoration Program (IRP) since 1987 and entered into a Federal Facilities Agreement (FFA) with USEPA and Cal/EPA in 1990. Cost (in millions) and timeline to complete toxic clean-up, according the McClellan AFB Project Team, is as follows:

	Est. cost of cleanup	Ready for Transfer	Remediation Complete
Current plan (active base)	\$700-900	2015	2034
Accelerated plan (reuse scenario)	\$1,200-1,800	2008	2018

Museum: The McClellan Aviation Museum Foundation was formed in 1982, four years before the museum was officially opened to the public. In 1995, museum volunteers, who provide 95% of the staffing, hosted over 30,000 visitors. In 1996, the Air Force provided about \$185,000 in annual operating funds while the Foundation contributed \$30,000. After closure, the non-profit Foundation must provide all of the operating expenses. The museum has 32 restored aircraft on display, ranging from a Russian MIG-21 fighter to various WW II, Korean War and Vietnam era fighters and cargo airplanes. In addition to the aviation research and film library, there is a display of aircraft engines; navigation and bombing gear; and photographic dioramas.

Jurisdiction: Portions of McClellan are under the *partial jurisdiction of the federal government*, meaning that the State reserves to itself the right to tax the property and activities of persons and corporations. All other civil and criminal authority is ceded to the U.S.

Historic Properties: There is a registered national historic district at McClellan. Buildings are in the Art Deco style, built about 1938, and include the original headquarters building, officer homes and officer's club.

Infrastructure: Electric service is provided by SMUD to a central point on the base, from which distribution is the responsibility of the Air Force. Gas service is similarly provided to a central point by PG&E and distributed by the Air Force. The condition of these systems is unknown. The Air Force regards the telephone system as being in excellent condition. McClellan currently has a #5ESS switch under a commercial lease from Pacific Bell. All lines on the base are copper; no fiber optic has been installed.

A Western Area power allocation (WAPA) from the Central Valley Project (CVP) is available to McClellan for purposes of economic development. WAPA electric power is available at about half the cost of electricity currently available. This discounted electricity will be available until 2002.

Golf Course: McClellan AFB has a 9-hole golf course located near the off-base housing area.

Financing Tools: The County may create a redevelopment area at McClellan

1/6/97

Grant Awards: OEA \$1,065,000 ('95)
CA TCA DAM grant 95/96 for \$100,000 to City

Key Contacts: Rob Leonard (916-643-6877), Sacramento County Director of Military Base Conversion, 700 H Street, Suite 7650, Sacramento, CA 95814.
Richard Bennecke, 916-643-6834, is the Base Transition Coordinator.

Government Representatives:
U.S. Congress 3rd District -Matsui - D
State Senate 6th District -Greene - D
State Assembly 5th District -Alby - R

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STONE & GRZEGOREK LLP

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September 12, 2006

Sent via Express Mail

DUPLICATE
SEP 13 REC'D 2006

Mr. Maurice R. Berez
Chief Adjudications Officer
Investor and Regional Center Unit
U.S. Citizenship and Immigration Services
20 Massachusetts Avenue, NW (3rd Floor)
Washington, DC 20529

Re: *CMB Export LLC*

Dear Mr. Berez:

Please find herein the response of CMB Export LLC to your letter dated July 14, 2006. In particular, please find the following:

1. Letter of CMB Export LLC, Response to Request for Compliance Information
2. Letter of U.S. Immigration and Naturalization Service, dated August 15, 1997, approving CMB Export LLC as regional center
3. Brochure of CMB Export LLC, August 2006
4. Letters in support of CMB Export LLC
 - U.S. Rep. Joe Baca
 - Inland Valley Development Agency letters
5. Excerpts from regional studies -- San Bernardino International Airport Passenger Terminal - Needs Study; IVDA Goods Movement Study Capital Programming Plan
6. Example of employment impacts analysis -- Report of Dr. John E. Husing

Should you require further information, please do not hesitate to contact me.

Sincerely,

STONE & GRZEGOREK LLP

LINCOLN STONE

LS:cdr
Enclosures
cc: Patrick F. Hogan

(b)(6) (b)(4)

USCIS Operations Clearance Routing Sheet

TO: Christina Poulos Acting Chief, Service Center Operations	THROUGH: John M. Allen Deputy Chief, Service Center Operations	SUSPENSE DATE: April 18, 2007
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SUBJECT: Amendment to California Military Bases Export LC (CMB) Regional Center Designation.

Facts: The CMB Regional Center was initially approved and designated as a regional center on August 15, 1997 by the former Immigration and Naturalization Service (INS) to participate in the Immigrant Investor Pilot Program. The CMB submitted a comprehensive regional center amendment dated January 10, 2007. CMB continues to focus on the rebuilding and redevelopment of the geographic area comprised of the former six military bases located in the counties of Sacramento, San Bernadino and Riverside, California: 1) George AFB; 2) Norton AFB; 3) March AFB; 4) McClellan AFB; 5) Sacramento Army Depot; and 6) Mather AFB. The CMB amendment seeks to amend its business plan and refine its economic methodology along with its job creation multipliers to encompass three new investment focuses of the CMB Regional Center. Specifically, the CMB Regional Center updates its business plan to include the improvement of infrastructure in the designated development area via direct investment into the state and local government economic development authorities charged with the redevelopment of the closed military base areas. It is CMB's intention to fully fund the development authorities' investment requests for various infrastructure projects. Additionally, the CMB Regional Center plans to improve infrastructure in the development area via direct investment into private enterprises located in the designated development area. CMB's updated submission contains an economic analysis of with refined job multipliers (using the IMPLAN model) which indicate the potential direct, indirect and induced job creation resulting from proposed investment opportunities.

Recommendation: Signature on letter granting the amendment to the CMB's regional center designation.

Level of Distribution Restriction for FOIA/WEB/AFM Purposes:

- Not Restricted (OK for publication on both Intranet and Internet – explanation optional).
- Limited Restriction (OK for publication on Intranet, and on the internet with partial redaction – explanation required).
- Limited Official Use (OK for publication on Intranet, but NOT on Internet – explanation required).
- Limited Official Use (NOT OK for publication on either Intranet or Internet – explanation required).

EXPLANATION:

CONCURRENCES

NAME	OFFICE	ACTION ¹	INITIAL	DATE	COMMENTS
Morrie Berez	HQFTIRCP	C	<i>MRS</i>	4-18-07	
Efren Hernandez	HQBATS	C	<i>MRS Dr EH</i>	4-18-07	
Final Clearance and Signature					
Richard E. Nicholson	HQSCOPS	I			
John Allen	HQSCOPS	C	<i>MRS for JA</i>	4-18-07	
Christina Poulos	HQSCOPS	S	<i>MRS for CP</i>	4-18-07	
ORIGINATING OFFICE: HQ-FTIRCP			Originating Officer: Paola Rodriguez-Hale		
ACTION OFFICER/EXTENSION: Paola Rodriguez Hale; Ext. (202)272-8417				DATE: 3/18/07	

¹Action Codes:

C = Concurrence

S = Signature

I = Information

C
**OFFICIAL
COPY**

U.S. Department of Homeland Security
20 Massachusetts Avenue, NW
Washington, DC 20529



**U.S. Citizenship
and Immigration
Services**

HOOPRD 70/6.2.8

APR 18 2007

Mr. Patrick F. Hogan
President
CMB Export LLC
4507 49th Avenue
Moline, Illinois 61265

Mr. Lincoln Stone, Esq.
Stone & Grzegorek LLP
800 Wilshire Boulevard, Suite 350
Los Angeles, CA 90017

Re: California Military Bases Export LLC Regional Center (CMBRC) Amendment

Pursuant to Section 610 of the Appropriations Act of 1993, on August 15, 1997, the California Military Bases Export LLC (CMB) was approved and designated as a regional center by the former Immigration and Naturalization Service for the purpose of attracting immigrant investor capital into the development area which is related to the former military bases located in the counties of Sacramento, San Bernadino and Riverside, California. CMB's originally approved regional center application focused on the rebuilding and redevelopment of following six commercial bases in Southern California and Sacramento County in Northern California:

1. George AFB
2. Norton AFB
3. March AFB
4. McClellan AFB
5. Sacramento Army Depot
6. Mather AFB

On January 10, 2007, CMB requested approval to amend its business plan and refine its economic methodology along with its job creation multipliers to encompass three new investment focuses of the CMB Regional Center. Specifically, the CMB Regional Center updates its business plan to include the improvement of infrastructure in the designated development area via direct investment into the state and local government economic development authorities charged with the redevelopment of the closed military base areas. It is CMB's intention to fully fund the development authorities' investment requests for various infrastructure projects. Additionally, the CMB Regional Center plans to improve infrastructure in the development area via direct investment into private enterprises located in the designated development area. CMB's updated submission contains an economic analysis of with refined job multipliers which indicate the potential direct, indirect and induced job creation resulting from proposed investment opportunities.

CMB submitted the following evidence in support of its requested amendment:

- An Economic Impact Analysis using the IMPLAN model prepared by a professional economist;
- A revised business plan reflecting the timing, scale and planned use within CMB of the alien investor capital;
- A proposed Limited Partnership Agreement, a proposed Subscription Agreement, and a proposed Private Placement Memorandum (PPM), all reflecting revisions/changes based on USCIS review comments to ensure full compliance with the applicable EB-5 regulations at 8 CFR 204.6 and USCIS precedent decisions;
- Proposed escrow agreement reflecting instructions to the financial institution designated to serve as the escrow agent for each immigrant investor's irrevocable escrow account regarding disbursement of the investor's contributed capital; and
- The business model for capitalization from as many as 76 immigrant investors and \$78 million in aggregate **domestic** and immigrant investor funds into CMB.

Based on its review and analysis of the January 10, 2007 request to amend the previous CMB Regional Center designation, USCIS approves this amendment to the regional center designation, business plan and job creation multipliers for the CMB Regional Center. In accepting the amendment, USCIS has updated its records of CMB's Regional Center approval and designation, business plan, and job creation multipliers to encompass these amendments to provide for immigrant investor capital into:

1. Improvement of infrastructure in the designated development area via direct investment into the state and local government economic development authorities charged with the redevelopment of the closed military base areas.
2. Improvement of infrastructure in the designated development area via direct investment into private enterprises located in the designated development area.

As such, aliens seeking immigrant visas through the Immigrant Investor Pilot Program may file individual petitions with USCIS for these new commercial enterprises located within the CMB regional center area comprised of the former military bases located in the counties of Sacramento, San Bernadino and Riverside, California. CMB's approved regional center application continues to focus on the rebuilding and redevelopment of following six commercial bases in Southern California and Sacramento County in Northern California:

1. George AFB
2. Norton AFB
3. March AFB
4. McClellan AFB
5. Sacramento Army Depot
6. Mather AFB

The geographic focus of this area is comprised of both rural areas and certain urban areas which have been designated as a Targeted Employment Area (TEA) by the State of California as defined in 8 CFR 204.6(e). Therefore, the minimum capital investment threshold for any individual immigrant investment into a new commercial enterprise through the CMB Regional Center shall be not less than \$500,000.

Alien entrepreneurs who file petitions for commercial enterprises located in the CMB regional center area must fulfill all of the requirements set forth in 8 CFR 204.6, except that the petition need not show that the new commercial enterprises created ten new jobs indirectly as a result of the alien entrepreneur's investment. This determination has been established by way of the USCIS' acceptance of the economic analysis which is contained as part of the USCIS-approved CMB Regional Center's initially approved proposal and its expanded indirect job creation analysis within the approved CMB amendment.

However, where creation of indirect jobs is based on a multiplier rooted in or based on underlying new "direct jobs" (or preservation of existing direct jobs in a troubled business) are claimed in support of an immigrant investor's individual I-526 petition affiliated with the CMBRC, then to be credited with projected preservation or creation of any new "direct" jobs for "qualifying employees" the petition must be supported by:

- Probative evidence of the number of full time (35 hours per week) qualified employees at the point of filing the petition whose positions shall be preserved/maintained throughout the alien's period of conditional residency. Such evidence should include copies of quarterly state employment tax reports, Forms W-2, Forms I-9, and any other pertinent employment records sufficient to demonstrate the number of "direct" qualifying pre-existing full time jobs in CMB preserved/maintained, and any other pertinent employment records sufficient to demonstrate the number of employees before the investment.
- To be credited with projected creation of new "direct" jobs for "qualifying employees" at the point of filing the I-526 petition, then the petition must be supported by a comprehensive detailed CMB business plan and supporting financial, marketing and related data and analysis providing a reasonable basis for projecting creation of the new direct jobs.

Each individual petition, in order to demonstrate that it is associated with the CMBRC, in conjunction with addressing all the requirements for an individual alien entrepreneur petition, shall also contain as supporting evidence relating to this amended regional center designation, the following:

1. A copy of this letter for the amended approval and updated designation.
2. A copy of the approved regional center narrative proposal, business plan, and the approved amendments.
3. A copy of the job creation methodology required in 8 CFR 204.6(j)(4)(iii), as contained in both the initial and amended regional center economic analysis which has been approved by

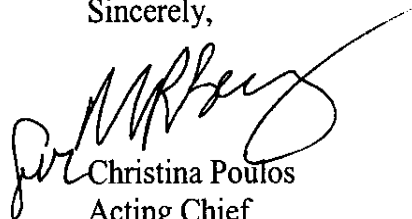
USCIS, which reflects that investment by an individual alien investor of at least \$500,000 into a commercial enterprise within the geographic area of the amended CMBRC will preserve and/or create full-time employment positions, either directly or indirectly, for not fewer than ten qualified employees.

4. A legally executed copy of:
 - a. the Private Placement Memorandum;
 - b. the Limited Partnership Agreement;
 - c. the Subscription Agreement; and
 - d. the escrow agreement and instructions

The designation and reaffirmation (through this amendment approval) by the USCIS of CMB as a regional center does not reflect any determination on the merits of individual petitions filed by alien entrepreneurs under the Immigrant Investor Pilot Program. All petitions for alien entrepreneurs who invest within the regional center will be adjudicated by the USCIS on a case-by-case basis and each petition must be fully documented. The individual petitions must be submitted to the USCIS California Service Center.

If you have any questions concerning the CMB Regional Center amendment approval and reaffirmation of your designation under the Immigrant Investor Pilot Program, please contact the USCIS Foreign Trader, Investor and Regional Center Program.

Sincerely,

 4-18-07
Christina Poulos
Acting Chief
Service Center Operations

cc: Official File
PRHALE: 3/18/07



CMB EXPORT LLC *A Federally-Designated Regional Center*

Midwest Executive Offices 4507 49th Avenue, Moline, Illinois 61265 Phone: 309-797-1500 Facsimile: 309-797-1655

CMB INVESTMENT GROUP A, L.P. A CALIFORNIA LIMITED PARTNERSHIP

RECEIVED

FEB - 7 2006

- **Consolidated Business Plan of CMB Export
A Federally-Designated Regional Center**
- **Summary of Investment Terms**
- **Updated Economic Impact Analysis**

January 10, 2007

DUPLICATE

General Partner - CMB Export, LLC A Federally-Designated Regional Center

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California Mail Offices
Corona Professional Center
400 S. Ramona Avenue, Suite 212AA,
Corona, California, USA 9287

I. MISSION STATEMENT

The overall objective of CMB Export LLC ("CMB") is to provide qualified foreign nationals a reasonably safe and secure investment vehicle, whereby their investment in a CMB Export Limited Partnership will result in a permanent visa for our investor and his/her qualified family members. CMB's investment strategy is focused on meeting the requirements set forth by the United States Citizenship and Immigration Service ("USCIS") for immigrant investor visas and at the same time employing the invested capital to create jobs and economic growth within the scope of our Federally Designated Regional Center.

II. CMB EXPORT LLC

The 1993 Base Realignment and Closure Commission ("BRAC") recommended various military bases in the United States be closed or reduced. The recommendations were accepted by both Congress and the President. A total of 29 California bases were either closed or reduced. As a result California has lost more than 187,000 jobs or nearly 60% of all jobs lost nationally to base closures. Since 1993 there have been five separate announced Base Realignment and Closure recommendations. Those further BRAC announcements have caused tens of thousands of additional job losses in throughout the state.

In early 1998 CMB applied for and earned a Regional Center designation by the U.S. Immigration and Naturalization Service which is predecessor agency to the USCIS. The geographic scope of the Regional Center is centered around closed U.S. military bases in California, hence the acronym, "CMB" (California Military Base). There are six former military bases located in the area known as the "Inland Empire" in Southern California and the County of Sacramento in Northern California. CMB's specific focus is those former U.S. military base areas located in these two regions that have been affected by U.S. Base Realignment and Closure Commission specifically those former military bases identified in our Regional Center application and approval are: George AFB, Norton AFB, March AFB, McClellan AFB, the Sacramento Army Depot and the Mather AFB

CMB has accomplished much since the date of its founding while the business, legal and regulatory climate has continued to evolve. Yet the basic concept of CMB has not changed. CMB has continued to research and implement investments in those military bases in California associated with its Regional Center designation. CMB's broad goals are two fold:

- (i) to assist the California communities, which have experienced adverse economic effects due to federal military base closures, by making direct investments in private enterprises as well as public investments in state and local government economic development authorities charged with the redevelopment of the closed military bases located within the CMB Export Regional Center.
- (ii) to create and establish various limited partnerships that serve as an investment vehicle to make the above described investments that simultaneously provide the best opportunities for foreign nationals applying for an EB-5 visa with the USCIS.

Prior CMB Export investments have focused on the former Norton Air Force Base in San Bernardino California and its reuse authority the Inland Valley Development Agency ("IVDA"). CMB also made private sector investments in a Canadian Company called Poly-Pacific which relocated to California and created new jobs pursuant to negotiations with CMB. CMB investments have continued to evolve providing an operating history of the CMB regional center. The IVDA has documented job creation that resulted from this investment which they have entitled the "Mill Street Project". It is estimated that this project has generated over 1600 jobs to date and continues to be a factor in the ongoing economic development of the region.

III. THE INVESTMENT FOCUS

CMB has six former military bases in the geographic scope of its designated regional center. Phase I of our investment focus will center on the former Norton Air Force Base located in Riverside/San Bernardino in central California. This area is also known as the Inland Valley. CMB has a working history with the redevelopment authorities charged with the redevelopment of this former military base. (see above) It is the intention of CMB to fully fund the investment request of the IVDA and its sister agency the San Bernardino International Airport Authority ("SBIAA"). The IVDA has requested capital in the amount of \$38.1 million to fund various infrastructure projects.

A. IVDA/SBIAA

The Inland Valley Development Agency is a joint powers authority comprised of the County of San Bernardino and the Cities of San Bernardino, Colton and Loma Linda. Formed in 1990, the IVDA is responsible for the redevelopment of the former Norton Air Force Base. The land use designations within the project area include: light and heavy industrial, office, commercial and residential. The IVDA development area map is attached here to as "Exhibit A".

Under the umbrella of the IVDA is the San Bernardino International Airport Authority, a joint powers authority comprised of the County of San Bernardino and the Cities of San Bernardino, Colton, Loma Linda and Highland. Formed in 1992, the SBIAA Commission oversees the aviation portion of the former Norton Air Force Base of approximately 1300 acres.

The San Bernardino International Airport ("SBIA") is marketing itself as a second cargo airport in the Inland Empire as well as regional commercial aviation facility. Its primary success will depend upon the efforts of the IVDA and the SBIAA. These regional development agencies are empowered to actively work with other jurisdictions and private sector firms to provide the needed investment and support structures that will generate economic growth. The IVDA and the SBIAA have several projects in the planning phase that will create this needed economic growth and create new jobs.

The goal of the IVDA and SBIA is to generate both short and long term business enterprises yielding significant job creation. Increased business activity will offset the adverse economic impact that closure of the Base has had on the surrounding communities. The mission of the Airport is to be a public, mixed-use, financially self-sustaining commercial service airport to serve the Southern California area over the life of the facility in the following respects: a.) as a regional airport for domestic and international air service; and b.) as a regional industrial trade center. The IVDA and SBIA's goals are ambitious: a.) generate employment opportunities; b.)

develop domestic and international commercial air carrier service; c.) develop reuse of specialized facilities; d.) attract aviation and transportation dependent industries; and e.) take a leadership position in promoting development of the San Bernardino-Riverside area.

The IVDA and SBIA are poised to play a major role in the development of the air service market in Southern California. The combined agencies have the capacity to provide regional air traffic for domestic and international air service, both commercial and cargo, along with the necessary support for major and smaller carriers. In fact, in 2005 the SBIA issued updated reports of the Airport Master Plan and the final Terminal Space-Needs Study completed in early 2006. Both reports show evidence of an ambitious plan for the Airport and surrounding areas formulated by the IVDA and the SBIAA working jointly. The Airport Master Plan lays out a nine-point capital improvement plan. This plan calls for the extension and widening of airport runways and taxiways, lighting improvements, the addition of a heliport, acquisition of airport fire fighting vehicles, upgrading airfield markings, the construction of a terminal access roadway system, and the development of a new passenger terminal including new gates and parking facilities. It is the intention of CMB Export to be a partner with the IVDA in its efforts to be an engine for economic development and jobs.

IV. BRIEF PROJECT DESCRIPTION

There are five separate sub-projects related to master reuse plan of the former Norton Air Force Base (now known as the San Bernardino International Airport). The IVDA and the SBIA have made a request for CMB to invest \$38.1 million for the financing of these projects over the next 12 months:

1. Construction of Hard Cap Airport Land Fill Property (\$3.5 million)
2. Construction of Airport Maintenance Facility (\$2 million).
3. Road improvement projects.
 - a) \$4 million in matching fund, 1-10 ratio thus enabling a \$44 million dollar road works project.
 - b) Central Avenue project costs to improve this road are \$5.2 million. Bid advertisement will be in January 2007.
 - c) ~~Stater Bros. access road in the spring of 2007, cost \$3.8 million.~~
 - d) Lena Road/Central Avenue project, construction is June 2007 with a cost of \$3.6 million.
4. Funds to begin the first phase of the remodeling and equipping the Airport Terminal to current TSA standards (\$15 million).
5. Other grant matching funds to rehabilitate hangars and interior road and infrastructure systems to accommodate new development (\$1 million).

The timeline for funding the various projects is dependant upon two criteria. The ability of CMB to raise the needed capital and the priority of each project as outlined by the IVDA. As of the first quarter of 2007 the projects that are priority are:

- The hard cap project (currently out to bid).
- Central Avenue Project (spring 2007).
- Stater Bros. access road (spring 2007).
- The remaining projects are anticipated to begin in 2007 depending on the ability of CMB to raise the appropriate capital.

A. HARD CAP

The expansion of the former military base as a warehouse and distribution center has fostered the requirement for a staging area for the multitude of trucks servicing this distribution complex. The hard cap is a vital requirement for future expansion including bringing the Stater Bros. distribution complex to the IVDA. This project involves utilizing land on the military base that is unavailable for construction of buildings. This is the site of the former military base landfill. The plan is to hard cap the area to allow for a staging area for the large number of trucks servicing the warehouse developments on the airport property. The first CMB investment in 1998 provided the road improvements for the eventual locating of major retailers' warehousing and distribution facilities on the former Norton Air Force Base. Today, Kohl's western distribution warehouse (employing over 500), Pep Boys, Mattel, and Medline Industries and the anticipated Stater Bros. project will be serviced by the facility. This hard cap area will allow for further warehouse growth and shipping activities thus creating more job growth. This job growth will be in both trucking and increased warehouse activity thus new jobs. Additionally it is fulfilling another requirement to bring the massive Stater Bros. facility to Norton. It will also result in an income stream to the IVDA on previously unused limited use land.

B. AIRPORT MAINTENANCE FACILITY

In order to bring Stater Bros. distribution and central office complex to the IVDA the existing airport maintenance facility will have to be relocated. Since the airport will lose its existing maintenance facility to make room for the new Stater Bros. office and distribution complex, a new facility will have to be built. This new facility will employ the various airport building, grounds and mechanic maintenance personnel. New jobs are expected with the increase in the airport expansion, as well as insuring that the required real estate is available for the Stater Bros. project.

C. MATCHING FUNDS FOR ROAD IMPROVEMENTS

1.) The IVDA has applied for matching federal grants to improve existing former military base roads. This improvement is expected to open parcels of land for future development. This is a larger project than the first Mill Street road improvement project. Typically the matching funds component of the IVDA \$4 million (10%) and the anticipated \$40 million federal grant will result in hundreds of new jobs especially when the \$70 million Goods Gateway project is completed. 2.) The Central Avenue Road Project from Valley View Avenue to Mountain View Bridge. The costs to improve this road to its ultimate width are \$5.2 million. Bid advertisement will be in January 2007. 3.) The agreement to bring Stater Bros. office and new expanded warehouse/distribution center calls for an access road. This access road will be Tippecanoe Avenue from Mill Street to the Santa Ana River, and will begin in spring of 2007 This road's estimated cost is \$3.8 million. This road will be the access road to the Stater Bros. facility, expected to bring 2000 jobs to the former military base. 4.) Lena Road Project from Central

Avenue to Orange Show Road. This is currently under design and will begin construction in June 2007 with an estimated cost of \$3.6 million.

D. THE AIRPORT TERMINAL PROJECT

The airport terminal project is outlined in an approximate 50 page study compiled in 2005 with the final study finished in early 2006. This report provides an analysis of the potentially required improvements for passenger terminal facilities and takes into consideration the existing and forecasted needs. The report breaks the improvements into three phases. The first phase requires \$15 million for the airport terminal project is only phase one of the three phases. It is the intention of the airport authority to foster regional passenger traffic. The terminal upgrade will promote economic growth throughout the Inland Empire and undoubtedly will increase job growth. The upgrade of the facilities is mandated by the FAA for regional passenger growth. It is the intention of CMB Export to continue to work with the IVDA to fund all three phases of the terminal improvement project.

E. OTHER MATCHING FUNDS (ONE MILLION)

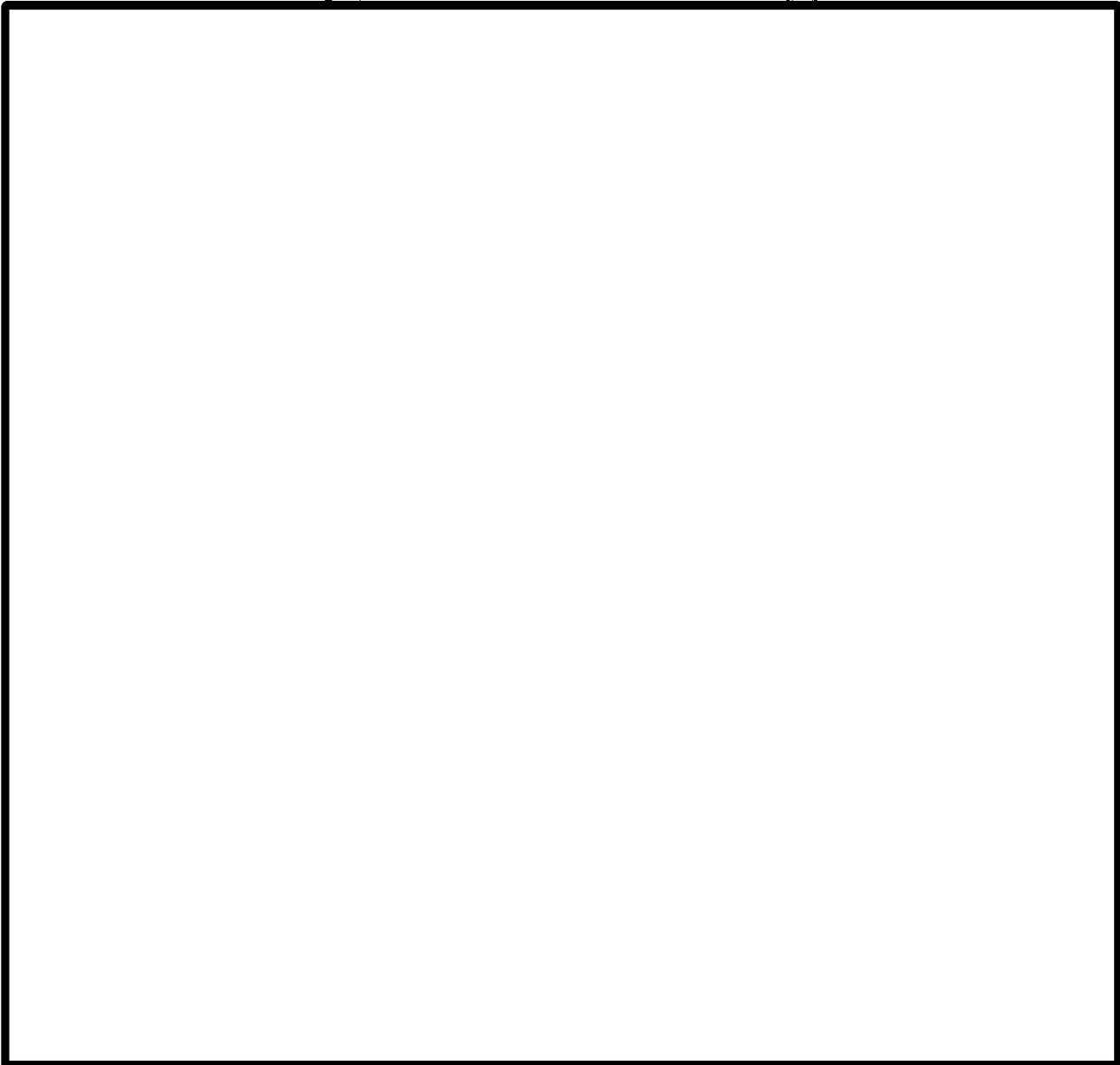
\$1 million is requested for state and federal matching funds to rehabilitate existing airplane hangars. Additionally, some funds would be used to upgrade interior road improvements. The airport and terminal projects are linked in that the expected regional passenger activity is dependant upon hanger facilities and usable roads. This will further foster job growth and economic activity in the area. Seed money for federal grants allows a small amount of outside investment to be multiplied thus multiplying the economic impact and job growth.

V. INVESTMENT TERMS

Upon tendering their subscription price (the "Subscription Price") investors will acquire an interest as limited partner in CMB Investment Group A, L.P. CMB Export LLC serves as the general partner. The Subscription Price is \$525,000 per investor. The Subscription Price is the sum of the price per unit of \$500,000 (the "Unit Price"), which shall constitute a capital contribution to the Partnership, and a syndication fee of \$25,000 per unit (the "Syndication Fee"). The Syndication Fee amount shall not constitute a capital contribution. The Syndication Fee is a fee to pay the upfront expenses associated with an investor entering the partnership. This fee covers such things as document creation and preparation for both the investor-partnership relationship and a share of legal paperwork associated with the eventual investment with the IVDA. Such additional expenses include the fees to cover the partnership legal fees, a prorated share of marketing expenses, escrow fees, finder fees, other professional expenses and company personnel and administrative expenses. The fee is structured such that the entire \$500,000 can be utilized for job creating activities and not expenses.

The Subscription Price paid by each subscriber will be deposited into an escrow account established by the Partnership at a commercial bank. In general, if the USCIS approves a subscriber's I-526 Petition, the subscriber will be admitted as a limited partner of the partnership and the Unit Price deposited into the escrow account by such subscriber will be released to the Partnership. The Syndication Fee including interest accrued on the Subscription Price will be paid to the general partner. If a clients I-526 petition is denied the entire Subscription Price is returned.

(b)(4)



VI. ECONOMIC IMPACT ANALYSIS

A. METHODOLOGY

A full economic impact assessment of the project will be conducted by CMB's economic experts, R.A. Wiedemann & Associates. They strongly recommend using the IMPLAN (Impact Analysis for Planning) model over the RIMS II model. IMPLAN was developed by the USDA Forest Service in the mid -1970's for community impact analysis. The current IMPLAN input-output database and model is maintained and sold by the Minnesota IMPLAN Group. Over 1,500 clients across the country use the IMPLAN model, making the results acceptable in inter-agency analysis. The National Technical Support Centers are supporting usage of IMPLAN throughout the United States. They have provided IMPLAN training and models to each state and have available all 50 state and 3,000 country datasets. The IMPLAN software can combine any combination of counties and states into one study area. IMPLAN provides a complete picture of the economy, i.e. the full input-output table showing the sales/purchases linkages among all the sectors, and provides information on the distribution of the ripple effects across sectors. An IMPLAN analysis of the projected projects is attached hereto as "Exhibit A".

B. THE EXPERTS

Randal A. Wiedemann, Principal, R.A. Wiedemann & Associates, Ltd.
Web: www.rawiedemann.com

R.A. Wiedemann & Associates is a leading edge firm specializing in aviation planning, aviation specific marketing and economic impact analysis. R.A. Wiedemann & Associates employs national and international experts who specialize in a variety of aviation specific disciplines. This specialized expertise can be brought to bear on projects ranging from small general aviation airports to national aviation system plans. In this manner, objective solutions to complex planning problems can be reached, maximizing a client's ability to deal with these challenges.

R.A. Wiedemann & Associates provides clients with the latest in economic impact analyses techniques and studies. Using the international expertise of Dr. Geoffrey J.D. Hewings, this portion of the business examines the direct, indirect, and induced impacts associated with airport development and improvement. R.A. Wiedemann & Associates uses the IMPLAN Input-Output Modeling System to measure specific and comparative economic impacts of airport development projects. IMPLAN not only quantifies the jobs, income, and output of various enterprises, it also assesses the tax impact for local, state, and federal revenues. Because Dr. Hewings is a Special Sworn Agent of the U.S. Census Bureau, R.A. Wiedemann & Associates has access to the U.S. Census Bureau's establishment level data for businesses and manufacturing companies. As a result, we can offer clients real world estimates of economic impact that can be defended/promoted in either positive or negative public forums. In addition to economic impact studies, Dr. Hewings has completed complex economic studies for the U.S. Department of Commerce, the U.S. Department of Transportation, and the Federal Reserve Bank of Chicago. Dr. Hewings has also conducted numerous international and domestic studies of the consequences of various investment decisions. Among these have been studies to determine the economic impacts of entire systems of airports (New Jersey and Delaware), and completed a study to determine the economic impacts of the closure of Chanute Air Force Base in Illinois. Examples of R.A. Wiedemann & Associates economic impact assessment experience are described below:

• *Studies Pertaining to Military Base Closures*

Economic Impact Analysis of Chanute AFB Closure: 1989: Using the Economic Impact Forecast System (EIFS) developed by U.S. Army Construction Engineering Research Laboratory (CERL), a comparative analysis was successfully completed by Dr. Hewings of the impacts of closure of the Chanute Base in Rantoul, Illinois. The study involved a survey of local businesses, professionals, and community leaders in order to gauge the anticipated economic decline by those most likely to be impacted by the closure.

• *Statewide Studies Pertaining to Aviation*

- New York Statewide Economic Impact Assessment: 2003
- Delaware Aviation Economic Impact Assessment: 1991, 2001
- New Jersey Statewide Aviation System Plan: 1992
- New York State Aviation Activity Forecasts Study: 1992

• ***Airport-Specific Studies***

- Millington Regional Jetport, TN: 2005
- New Castle Airport, DE: 2005
- Summit Airport, DE: 2005
- Maury County Regional Airport, TN: 2004
- St. Mary's County, MD: 2004
- Dunkirk, NY: 2001
- Oneonta Airport, NY: 2001
- Binghamton Regional Airport: 1997
- DuPage Airport (Chicago area): 1996
- Pennridge Airport (PA): 1994
- Niagara Falls International Airport: 1993
- Millville Municipal Airport: 1996
- Kupper Airport (NJ): 1996
- Kenton County Site Selection Study (KY): 1993
- Whitley County Economic Impact Assessment (KY): 1991

HQ 70/8.5-C

CMB Export LLC
c/o Corona Professional Center
400 S. Ramona Avenue, Suite 212AA
Corona, AC 91719

RE: Application for Designation as a Regional Center for CMB
Export LLC

Dear Sirs:

Pursuant to Section 610 of the Appropriations Act of 1993, CMB Export LLC has been designated as a regional center to participate in the Immigrant Investor Pilot Program. As of this date, aliens seeking immigrant visas through the Immigrant Investor Pilot Program may file individual petitions with the Immigration and Naturalization Service (Service) for new commercial enterprises located within the CMB Export LLC development area which is related to former military bases located in the counties of Sacramento, San Bernadino and Riverside, California.

Alien entrepreneurs who file petitions for commercial enterprises located in former military bases in the referenced, designated counties must fulfill all of the requirements set forth in 8 CFR 204.6, except that the petition need not show that the new commercial enterprise hired ten new employees as a result of the alien entrepreneur's investment. The petition may contain evidence that the investment indirectly created or will create full-time positions for not fewer than ten persons, using economically or statistically valid methodologies as described in 8 CFR 204.6(j)(4)(iii), through revenues generated from increased exports resulting from the Pilot Program.

The designation by the Service of CMB Export LLC as a regional center does not reflect any determination by the Service on the merits of individual petitions filed by alien entrepreneurs under the Investor Pilot Program. All petitions for alien entrepreneurs who invest within the regional center will be adjudicated by the Service on a case-by-case basis and each petition must be fully documented. The individual petitions must be submitted to the California Service Center.

If you have any questions concerning CMB Export LLC's designation under the Immigrant Investor Pilot Program, please contact Katherine Lorr at (202)514-5014.

Sincerely,

Michael L. Aytes
Assistant Commissioner
Adjudications

cc: official file
Adjudications Log
INS:HQADN:KALORR\approval.cmb

Call Lucinda Stone &
verify name of
RC

Val/Jen
- one change needs to be made;
- after Kathy or Mike has
signed, I need to
keep the original
proposal on file in
my office
Thanks
Kathy Cord
7/22/97

* Val - 8-11-97
Please indicate in
Correspondence log ↑ this
TAX was cancelled. Thanks
(we never sent out a letter).
Letter has to be redone due
to changes
Kathy L.

INMAN, STEINBERG, NYE & STONE

A PROFESSIONAL CORPORATION

ATTORNEYS AT LAW

9720 WILSHIRE BOULEVARD
PENTHOUSE

BEVERLY HILLS, CALIFORNIA 90212

Ms. Kathy Lorr
Chief of Adjudications
U.S. Department of Justice
Immigration and Naturalization Service
Room 3214
425 Eye Street, N.W.
Washington, D.C. 20536

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U. S. IMMIGRATION AND
NATURALIZATION SERVICE
ADJUDICATIONS DIVISION
425 I STREET, N.W.,
ROOM 3214
WASHINGTON, D.C. 20536
FAX NUMBER: 202-514-0198

TELEFAX COVER

TO: *Leucolu Stone*

FAX NUMBER: *310-274-8889*

DATE: *7/24/97*

PAGES (INCLUDING THIS PAGE): *3*

MESSAGE: *Please verify for me that
CMB Export Ltd's California address
is: 654 Valley Circle Terrace
West Hills CA 91307 —
also I would like a phone #*

*Thanks
Hard Copy to follow*

(b)(6)

FROM: *Kathy Lora* TELEPHONE:
CONFIRMATION OF RECEIPT REQUESTED: YES [] NO [X]



U.S. Department
Immigration and Naturalization Service

HQ 70/8.5-C

425 I Street NW.
Washington, DC 20536

JUL 24 1997

Mr. Lincoln Stone
Inman, Steinberg, Nye & Stone
9720 Wilshire Boulevard - Penthouse
Beverly Hills, CA 90212

RE: Application for Designation as a Regional Center for CMB
Export LLC

Dear Mr. Stone :


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If you have any questions concerning Vermont ACCD's designation under the Immigrant Investor Pilot Program, please contact Katherine Lorr at

Sincerely,


Michael L. Ayles
Assistant Commissioner
Benefits Division



U.S. Department of Justice
Immigration and Naturalization Service

HQ 70/8.5-C

425 I Street NW.
Washington, DC 20536

AUG 15 1997

CMB Export LLC
c/o Corona Professional Center
400 S. Ramona Avenue, Suite 212AA
Corona, AC 91719

RE: Application for Designation as a Regional Center for CMB
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Dear Sirs:

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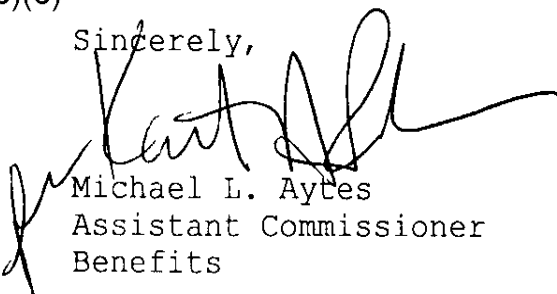
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Page 2
CMB Export LLC

If you have any questions concerning CMB Export LLC's designation under the Immigrant Investor Pilot Program, please contact Katherine Lorr at

(b)(6)

Sincerely,



Michael L. Aytes
Assistant Commissioner
Benefits

SUPPLEMENT 3 TO FORM I-526-Regional Center Proposal

This supplement provides a checklist of information that must be included in your proposal to participate as a regional center in the Immigrant Investor Pilot Program under 8 CFR 204.6(m)(3). Refer to the instructions for this supplement for the required supporting documentation.

PART 1. Information about the proposed Regional Center

Name of Regional Center CMB Export LLC
Mailing Address City _____ State _____ Zip _____
Name of Center Director/Officer-in-Charge _____ Title _____
Phone # _____ Fax # _____
Geographic region covered by center: Sacramento, San Bernardino & Riverside Counties

Check if the regional center is:

- A. a Public Economic Unit; a Private Economic Unit not working w/
- B. focused on one geographic area; covers more than one clearly focused geographic area and is supported by a unified business plan.
- C. a targeted area of high unemployment; not a targeted area.

PART 2. Information about economic activity planned for Regional Center

Planned export activity: air cargo, sea port (passenger activity, too)
Planned new commercial enterprises: see e.g. p. 5 +

Your proposal is not complete unless you have attached documentation describing how the Regional Center will promote:

- A. Economic growth through:
 Increased Export Sales Improved regional productivity
 Job Creation Increased domestic capital investment

B. Job Creation. Explain in verifiable detail how jobs will be created indirectly through increased exports. Include supporting documentation. See instructions.

(b)(4) No. of Jobs see e.g. p. 18 380-2,200 jobs at Norton site

C. Capital commitment. Provide a detailed statement describing:
 amount and source of the capital being committed to the regional center;
 promotional efforts undertaken and planned on behalf of the Regional center:
Please state specifically:

amount of capital has been committed to Regional Center
 that apply) Local Public Funds Private investment
 Other (Please identify) _____
40 alien investors are forecast to participate in the regional center
 alien investors are presently participating.
(Attach their names and addresses on a separate sheet of paper.)

D. Positive impact on the regional or national economy. This may be reflected by the projected net effect for the next 12 months on the following (expressed in dollar amounts):

Household earnings within the region \$ _____
Demand for business services \$ _____
Demand for utilities \$ _____
Demand for maintenance and repair \$ _____
Construction within the region \$ _____
Construction outside of the immediate regional area \$ _____

Please provide economically or statistically valid forecasting tools such as feasibility studies, analysis of foreign and domestic markets for goods or services to be exported, and multiplier tables.

- limited Partnership = CMB Export L.P.
Investors admitted as limited partners

need another line

651 Valley View Rd West Hills CA 91307
regional Commission development of military bases

develop bases as export centers

- see p 27 & 28

use several individual forms - analyze



U.S. Department of Justice
Immigration and Naturalization Service

HQ 70/8.5-C

425 I Street NW.
Washington, DC 20536

Mr. Lincoln Stone
Inman, Steinberg, Nye & Stone
9720 Wilshire Boulevard - Penthouse
Beverly Hills, CA 90212

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Export LLC

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INMAN, STEINBERG, NYE & STONE

A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW
9720 WILSHIRE BOULEVARD
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BEVERLY HILLS, CALIFORNIA 90212
TELEPHONE (310) 274-7111
FAX (310) 274-8889

MATTHEW S. STEINBERG
MAURICE C. INMAN, JR.
GARY A. NYE
LINCOLN STONE
PATRICK S. RODRIGUEZ
VERONICA M. JEFFERS*
REGINA O. REYES
MELANIE K. LOWERY
A. ASHLEY GAMBOURIAN
GARY W. PARK
FREDRICK W. VOIGTMANN**

*ADMITTED IN ILLINOIS ONLY
**ADMITTED IN OHIO ONLY

OF COUNSEL
JUDGE (RET.) ANDREW J. WEISZ
JEFFREY D. LEWIS***
AMBASSADOR
THOMAS C. FERGUSON+
GREGORY B. EVANS**
KENNETH WHITE+++

***A PROFESSIONAL CORPORATION
+WASHINGTON D.C. OFFICE
**HONG KONG OFFICE
+++MOSCOW OFFICE

July 22, 1997

Ms. Kathy Lorr
Chief of Adjudications
U.S. Department of Justice
Immigration and Naturalization Service
Room 3214
425 Eye Street, N.W.
Washington, D.C. 20536

**Re: *Immigrant Investor Pilot Program -- Application of
CMB Export LLC***

Dear Ms. Lorr:

I was pleased to learn from you in our recent telephone conversations -- two telephone calls in the past month -- that the Regional Center application of CMB Export LLC appeared to be a good one and appeared to be consistent with the regulatory requirements. You indicated to me that should you require any additional information you would notify me last week.

Throughout this week, on behalf of CMB Export LLC, I am meeting with various officials and representatives of the agencies concerned with the military base reconversion efforts in the State of California. For example, on Thursday I am meeting with Mr. Bill Bopf, the Director of the Inland Valley Development Agency, which is the agency responsible for all development in the Norton Air Force base region. On Wednesday, I am traveling to Sacramento to meet with Mr. Marc Sussman of McCuen Properties LLC, which is the company designated by the County of Sacramento to act as the County's agent for all economic development in the former Mather Air Force base. I am also meeting with Mr. Tom White of the State of California, Military Base Reconversion Program to discuss the finer points of working with the State.

AFFILIATED OFFICES

Hong Kong

Washington, D.C.

Moscow

706

INMAN, STEINBERG, NYE & STONE

Ms. Kathy Lorr
Chief of Adjudications
U.S. Department of Justice
Immigration and Naturalization Service
July 22, 1997
Page 2

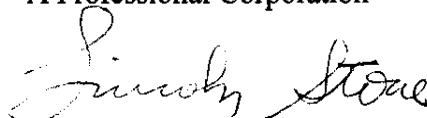
These persons have been familiar with the efforts of CMB Export LLC for the past several months. They, and their agencies, are very supportive of our efforts. The meetings we are having are designed to be final discussions of how money will be invested into specific companies in these economic zones.

It is with some urgency that I am writing to you to request that you send to us a letter approving the designation of CMB Export LLC as a regional center under the INS pilot program.

I thank you for your attention to this matter.

Very truly yours,

INMAN, STEINBERG, NYE & STONE
A Professional Corporation



LINCOLN STONE

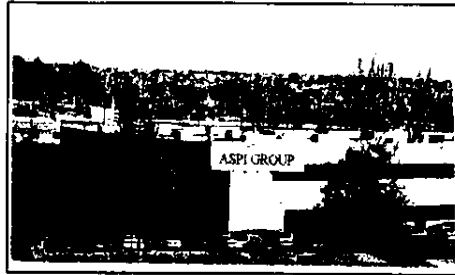
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(b)(5)

ASPI Group

Aero-Space Port International Group
 西雅圖國際航運總部大樓
 5200 SOUTHCENTER BLVD
 SEATTLE WA 98188 -2383 USA
 TEL: (206)2418000 FAX: (206)2425775

邁向全球聯運新世紀



國際航空港集團

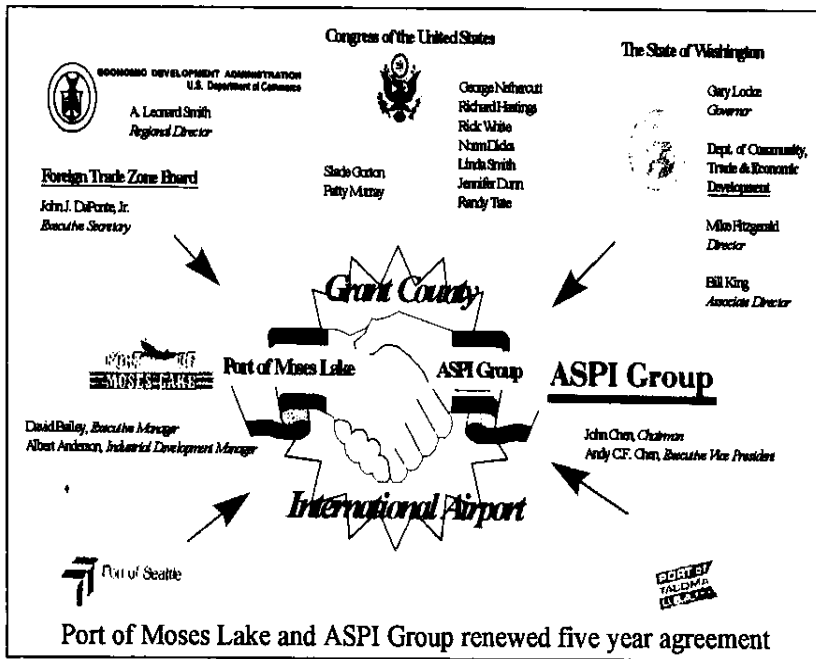
FEBRUARY 1997
 第十三期

開闢昇陽科技新中原

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Central Washington **MOSES LAKE WORLD**

Port of Moses Lake and ASPI Group Renew Agreement to Widen Existing Cooperation Scope



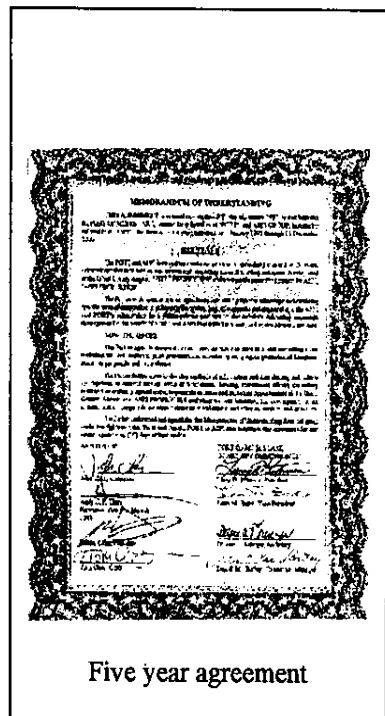
focus their time to enhance economic development for the benefit of the greater Moses Lake area through a public-private partnership.

The parties agree to cooperate in the following areas: air cargo hub, hotel/extended stay, Sun-Tech 2000 community, and Foreign Trade Zone Industries. They will enter into a joint marketing plan which includes (Please see Agreement on page 3)

Port of Moses Lake and ASPI Group have established an excellent relationship for the past five years. In order to widen the existing cooperation scope, both parties agreed to renew the Development Agreement. The signing ceremony was held in the conference room at the Port of Moses Lake. Those who signed the Agreement at the Port of Moses Lake were Larry D. Peterson, President of Board of Commissioners; Leon M. Bodie, Vice President; Delone D. Krueger, Secretary; and

David M. Bailey, Executive Manager; at the ASPI Group are John Chen, President; Andy C. F. Chen, Executive vice-president; Bobby Chen, President; and Tom Chen, CEO.

Based on past cooperation experience, Port of Moses Lake and ASPI Group acknowledged that they have mutual interests and common goals in promoting economic development of the Grant County Int'l Airport and surrounding contiguous properties owned by ASPI. Both organizations are willing to



Port of Seattle and Taichung Harbor will Establish a Sister Port Relationship Through ASPI's Efforts

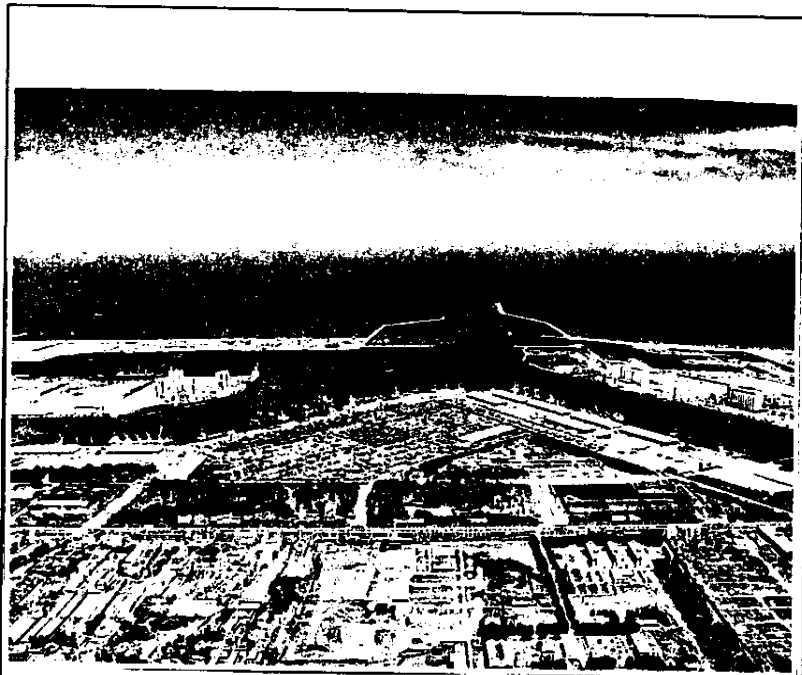
Last year Andy Chen, Executive Vice President of ASPI Group; Bobby Chen, ASPI's President; Jack Block, Commission President of the Port of Seattle; Gary Grant, the Port's Commissioner, and Mic Dinsmore, the Port's Executive Director visited Taichung Harbor in Taiwan together. At that time ASPI suggested establishing a sister port relationship between Taichung Harbor and the Port of Seattle. After returning to the United States, ASPI continued to promote this sister relationship. Sister relationships provide a good opportunity to share experiences and exchange views in a variety of areas related to port development. In addition, it will lay a framework for both Ports to explore future areas of cooperation.

In January, Andy Chen, Aspi's Executive Vice President had a business trip to Taiwan. During this trip he visited Taichung Harbor. Andy Chen delivered a personal letter from Mic Dinsmore, Executive Director of the Port of Seattle to C. T. Huang, Director of Taichung Harbor. In this letter, Director Dinsmore expressed appreciation for Director Huang's warm hospitality when he and Andy Chen visited Taichung Harbor last year. Dinsmore was deeply impressed with the accomplishments of Taichung Harbor under Director Huang's leadership.

Through the presentation, it was clear that the potential of terminal facilities were on a well planned course. Dinsmore expressed that he believed Taichung Harbor will achieve its goal of being a great port of world stature through its rapid growth.

could benefit more from the Sister Port relationship.

Director Huang responded favorably and showed his appreciation. He said the Sister Port requested had been approved by the Taiwan Provincial Government. Director Huang also wrote a letter to have



Taichung Harbor in Taiwan

In addition, Director Dinsmore explained a major expansion program of container handling capacities in the Port of Seattle. Upon completion of the projects, the container terminal yard space will double in area. Finally, Dinsmore reiterated his desire to establish a cooperative relationship with Taichung Harbor. He emphasized both

Andy Chen hand carry to Director Dinsmore. Director Huang said he would begin to arrange the schedule for the Sister Port Alliance as soon as possible. According to Director Huang, the signing ceremony will be held in May 1997 or earlier.

Agreement

(Continue from front page)

presentation, advertising campaigns, promotional literature, customer proposals, and trade shows. In the meantime both will work on developing methods of information and data sharing.

This Agreement formalizes a mutual cooperation foundation. Both will make efforts to promote aviation opportunities and attract industries to Grant County International Airport and ASPI properties, including the development of aviation maintenance and repair, and other aviation related activities.

The Port of Moses Lake operates and owns the Grant County International Airport. It has the capacity, infrastructure and facilities for air cargo handling including a U.S. Customs station and foreign trade zone status. Grant County International Airport is a former Strategic Air Command bomber base -- Larson Air Force Base. Since the closure of the Base, the Boeing Company, Japan Airlines, Big Bend Community College, the United States Air Force and more than 350 foreign and domestic airlines have used the airport for both civilian and commercial crew training and aircraft testing for the past 30 years. Grant County

International Airport has 4800 acres and a main runway measuring 13,500' by 500' the second longest civilian runway west of the Mississippi. It is strategically positioned as the closest connecting air cargo airport to Asia from the continental United States. The Port of Moses Lake is positioned to air cargo service with the lowest cost and best quality.

Recently, the Port of Moses Lake completed a \$3.5 million control tower, and is constructing a \$5.6 million passenger terminal building. These exciting developments enable the power to takeoff for the future.

(Meeting Continue from page 4) manufacturing employment rate increased 349%. In addition, he described the plan of the international airport development. He emphasized the attractive intermodal transportation linkages at Moses Lake. It takes only 29 minutes from Sea-Tac to Moses Lake by flight, and 2 1/2 hours by truck. Moses Lake is almost located in the backyard of the Boeing company.

The senior Boeing official was impressed with this presentation and asked about some questions

regarding local technical training education, the current situation of air cargo services, and which air cargo service companies we have worked with, etc. In addition, a possible site visit to Moses Lake may be warranted.

Boeing has a bright future in the aerospace industry. Earlier, Boeing is conducting merger activities with McDonnell Douglas. Boeing was also recently selected to develop the Air Force's new fighter (JSF) with Rockwell by the Defense Department. These expand Boeing's business opportunities.

Discussion in airplane maintenance and repair activities with ASPI also took place. It is obvious that Boeing will become the leading aerospace company in the world and a company that can integrate aerospace technology development.

The meeting concluded with the senior Boeing official promising to give the presentation to his research group for further study and then set up a time for a more comprehensive discussions.

The Meeting Between ASPI Group and Boeing Company Was Very Meaningful *An Impressive ASPI Group Presentation on The Plan of The Airport Development*

Andy Chen, Executive Vice President of ASPI Group and Mark Chamberlain, Marketing Director, met with a Senior

During the luncheon meeting, the senior Boeing official said that Boeing just set up an Enterprise Group separate from

• 29 Minutes Flight Time
• 2.5 Hours by Truck

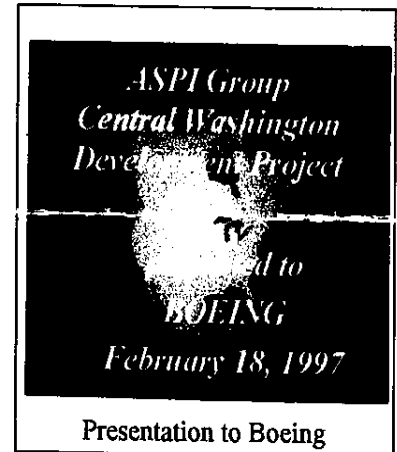
Sea-Tac International Airport
Boeing Headquarters
Port of Seattle

Grant County International Airport

Intermodal transportation hub and integrated logistic services connect to Port's world class air, sea and ground transportation network

Boeing Vice President of Planning and International Development to discuss aerospace development opportunities.

its existing Commercial and Defense Division and he is the president of this new Group. The functions of the Group will focus on new ventures growth opportunities such as: aviation



maintenance and flight training. In addition, acquisitions and investments may be considered.

Mark Chamberlain, Marketing Director of ASPI Group gave the presentation on ASPI's economic development activities and the achievements in establishing an international air cargo hub, foreign trade zone, residential properties, and Sun-Tech 2000 year corporate community. He indicated that ASPI Group has substantially participated in local economic development, including the attraction of international industries and created significant employment since 1989. The employment rate of Grant County has risen 15.6% from 1992 to 1996, (Please see Meeting on page 3)

INMAN, STEINBERG, NYE & STONE

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*ADMITTED IN ILLINOIS ONLY
**ADMITTED IN OHIO ONLY

OF COUNSEL

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JEFFREY D. LEWIS***
AMBASSADOR
THOMAS C. FERGUSON-
GREGORY B. EVANS**
KENNETH WHITE***

***A PROFESSIONAL CORPORATION
*WASHINGTON D.C. OFFICE
**HONG KONG OFFICE
***BOSTON OFFICE

July 29, 1997

VIA FAX

202-514-0198

Ms. Kathy Lorr
Chief of Adjudications
U.S. Department of Justice
Immigration and Naturalization Service
Room 3214
425 Eye Street, N.W.
Washington, D.C. 20536

**Re: *Immigrant Investor Pilot Program -- Application of
CMB Export LLC***

Dear Ms. Lorr:

Thank you once again for delivering to us the I.N.S. letter approving CMB Export LLC as a regional center under the Immigrant Investor Pilot Program. As we discussed by telephone at the end of last week, I am providing to you the following necessary information:

1. The first and second paragraph of the approval letter, dated July 24, 1997, should be revised to read:

“...commercial enterprises located within the counties of Sacramento, San Bernardino and Riverside, California.

I have indicated the revisions on the attached pages.

AFFILIATED OFFICES

Ms. Kathy Lorr
Chief of Adjudications
U.S. Department of Justice
Immigration and Naturalization Service
July 29, 1997
Page 2

The geographic scope of the designation was indicated in the Proposal submitted to you by CMB Export LLC (see page 4 of Proposal, which is also attached).

The intention of CMB Export LLC is to focus on the military base redevelopment areas within those counties, however, the efforts of CMB Export LLC will be channeled through the base redevelopment agencies (e.g., Inland Valley Development Agency in San Bernardino) and the activities of those agencies reach far beyond the limited confines of the base properties. The Inland Valley Development Agency is identified as: "A regional joint powers authority dedicated to the reuse of Norton Air Force Base for the economic benefit of the east valley." Indeed, the agency is a joint powers authority consisting of both the City of San Bernardino and the County of San Bernardino. It is imperative that the regional center designation embrace the requested counties, in order to fully complement the efforts to be undertaken in partnership with the base redevelopment agencies.

- 2. Page 2 of the approval letter, dated July 24, 1997, mistakenly referred to a Vermont program designation, and I assume that clerical oversight will be corrected.
- 3. The address and telephone numbers to be used are:

% CMB Export LLC
 Corona Professional Center
 400 S. Ramona Avenue, Suite 212AA
 Corona, CA 91719
 (800) 238-8022

Thank you for your prompt attention to this matter.

Very truly yours,

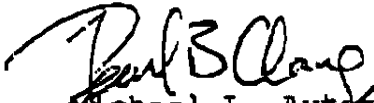
INMAN, STEINBERG, NYE & STONE
A Professional Corporation

Lincoln Stone
LINCOLN STONE

CMB Export LLC's

If you have any questions concerning ~~Visa~~ designation under the Immigrant Investor Pilot Program, please contact Katherine Lorr at (202) 514-5014.

Sincerely,


Michael L. Aytes
Assistant Commissioner
Benefits Division

(b)(4)

(b)(4)



U.S. Department of Justice
Immigration and Naturalization Service

HQ 70/8.5-C

425 I Street NW.
Washington, DC 20536

JUL 24 1997

Mr. Lincoln Stone
Inman, Steinberg, Nye & Stone
9720 Wilshire Boulevard - Penthouse
Beverly Hills, CA 90212

RE: Application for Designation as a Regional Center for CMB
Export LLC

Dear Mr. Stone :

Pursuant to Section 610 of the Appropriations Act of 1993, CMB Export LLC has been designated as a regional center to participate in the Immigrant Investor Pilot Program. As of this date, aliens seeking immigrant visas through the Immigrant Investor Pilot Program may file individual petitions with the Immigration and Naturalization Service (Service) for new commercial enterprises located within former military bases in the counties of Sacramento, San Bernadino and Riverside, California *which embrace former military bases.*

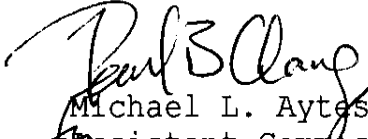
Alien entrepreneurs who file petitions for commercial enterprises located in former military bases in the referenced, designated counties must fulfill all of the requirements set forth in 8 CFR 204.6, except that the petition need not show that the new commercial enterprise hired ten new employees as a result of the alien entrepreneur's investment. The petition may contain evidence that the investment indirectly created or will create full-time positions for not fewer than ten persons, using economically or statistically valid methodologies as described in 8 CFR 204.6(j)(4)(iii), through revenues generated from increased exports resulting from the Pilot Program.

The designation by the Service of CMB Export LLC as a regional center does not reflect any determination by the Service on the merits of individual petitions filed by alien entrepreneurs under the Investor Pilot Program. All petitions for alien entrepreneurs who invest within the regional center will be adjudicated by the Service on a case-by-case basis and each petition must be fully documented. The individual petitions must be submitted to the California Service Center.

CMB EXPORT LLC'S

If you have any questions concerning ~~Vermont Act 200~~ designation under the Immigrant Investor Pilot Program, please contact Katherine Lorr at (202)514-5014.

Sincerely,


Michael L. Aytes
Assistant Commissioner
Benefits Division

INMAN, STEINBERG, NYE & STONE

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KENNETH WHITE***

**INACTIVE MEMBER OF THE BAR
***A PROFESSIONAL CORPORATION
+WASHINGTON D.C. OFFICE
**HONG KONG OFFICE
***MOSCOW OFFICE

June 10, 1997

VIA FEDERAL EXPRESS

Ms. Kathy Lorr
Chief of Adjudications
U.S. Department of Justice
Immigration and Naturalization Service
Room 3214
425 Eye Street, N.W.
Washington, D.C. 20536

***Re: Immigrant Investor Pilot Program – Application of
CMB Export LLC***

Dear Ms. Lorr:

Pursuant to §610 of the Appropriations Act of 1993, our client, CMB Export LLC, is hereby making application to be designated as a regional center to participate in the Immigrant Investor Pilot Program.

Enclosed please find the Regional Center Proposal. We request that the designation be in the name of CMB Export LLC.

AFFILIATED OFFICES

Hong Kong

Washington, D.C.

Moscow

720

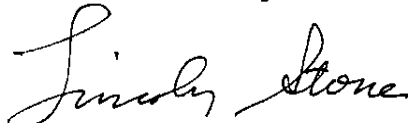
INMAN, STEINBERG, NYE & STONE

Ms. Kathy Lorr
Chief of Adjudications
U.S. Department of Justice
Immigration and Naturalization Service
June 10, 1997
Page 2

As attorneys for the applicant, we would appreciate your prompt consideration of this application. If anything further is required, please do not hesitate to contact us.

Very truly yours,

INMAN, STEINBERG, NYE & STONE
A Professional Corporation

A handwritten signature in cursive script that reads "Lincoln Stone".

LINCOLN STONE

LS/mas
Enclosure

OK
TV
1

Lincoln Stone
Inman, Steinberg, Nye & Stone
9720 Wilshire Boulevard - Penthouse
Beverly Hills, California 90212

RE: Application for Designation as a Regional Center for CMB
Export LLC

Dear Mr. Stone :

Pursuant to Section 610 of the Appropriations Act of 1993, CMB Export LLC has been designated as a regional center to participate in the Immigrant Investor Pilot Program. As of this date, aliens seeking immigrant visas through the Immigrant Investor Pilot Program may file individual petitions with the Immigration and Naturalization Service (Service) for new commercial enterprises located within former military bases in the counties of Sacramento, San Bernadino and Riverside, California.

Alien entrepreneurs who file petitions for commercial enterprises located in former militaries in the referenced, designated counties must fulfill all of the requirements set forth in 8 CFR 204.6, except that the petition need not show that the new commercial enterprise hired ten new employees as a result of the alien entrepreneur's investment. The petition may contain evidence that the investment indirectly created or will create full-time positions for not fewer than ten persons, using economically or statistically valid methodologies as described in 8 CFR 204.6(j)(4)(iii), through revenues generated from increased exports resulting from the Pilot Program.

The designation by the Service of CMB Export LLC as a regional center does not reflect any determination by the Service on the merits of individual petitions filed by alien entrepreneurs under the Investor Pilot Program. All petitions for alien entrepreneurs who invest within the regional center will be adjudicated by the Service on a case-by-case basis and each petition must be fully documented. The individual petitions must be submitted to the California Service Center.

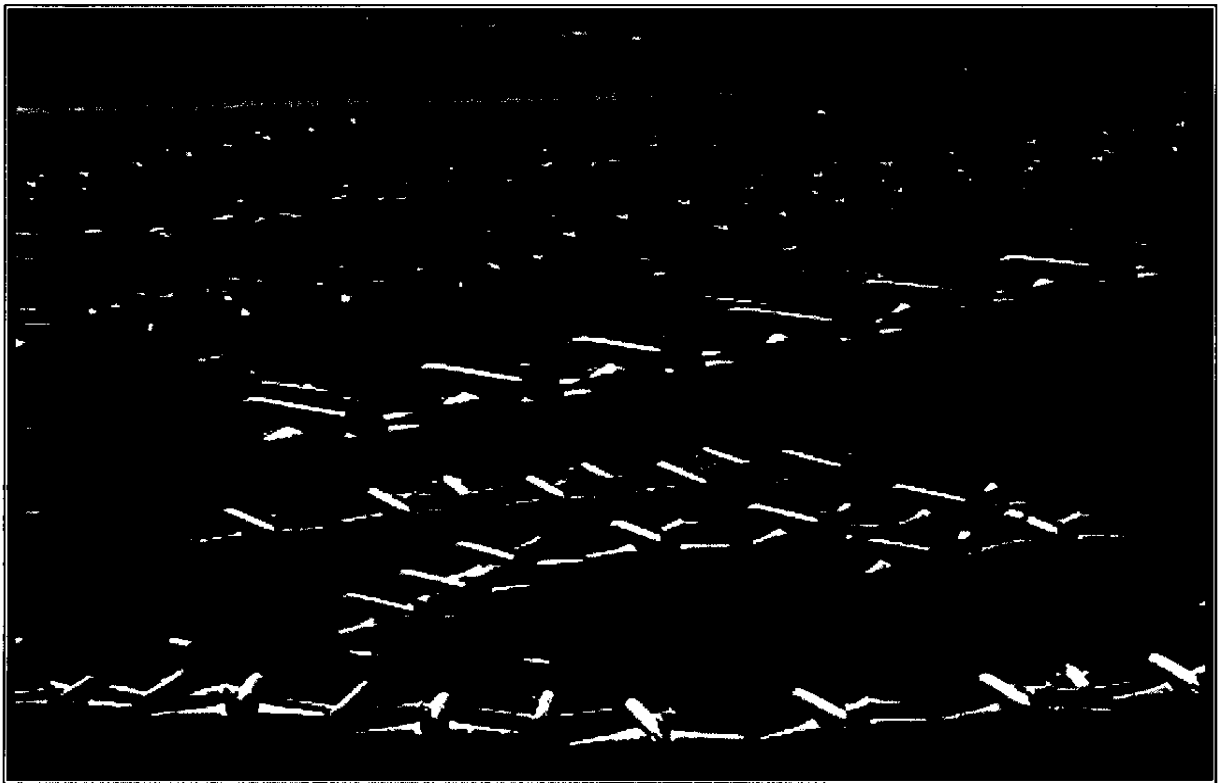
If you have any questions concerning ~~Verwood LLC's~~ ^{CMB Export LLC's} designation under the Immigrant Investor Pilot Program, please contact Katherine Lorr at (202)514-5014.

Sincerely,

Michael L. Aytes
Assistant Commissioner
Benefits Division

cc: official file
Adjudications Log
INS:HQADN:KALORR\approval.cmb

CMB Infrastructure Investment Group I, LP
Economic Impact of Investments
At Former George Air Force Base on the
City of Victorville & San Bernardino County Economies



By John E. Husing, Ph.D.

March 29, 2008

Economics & Politics, Inc.

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Midwest Executive Offices 4507 49th Avenue, Moline, Illinois 61265 Phone: 309-797-1550 Facsimile: 309-797-1655

Question 1

- 1. Provide the principal authorized official and point of contact of the regional center responsible for the normal operation, management and administration of the regional center.**

Patrick F. Hogan, President
CMB Export, LLC
Midwest Executive Office
4507 49th Avenue
Moline, Illinois 61265
Phone (309) 797-1550
Fax (309) 797-1655



Midwest Executive Offices 4507 49th Avenue, Moline, Illinois 61265 Phone: 309-797-1550 Facsimile: 309-797-1655

Question 2

2. Explain how you are administrating the regional center and how you are actively engaged in supporting a due diligence screening of its alien investors' lawful source of capital and the alien investors' ability to fully invest the requisite amount of capital.

CMB Export, LLC ("CMB") administers the Regional Center by actively managing current qualified EB-5 related investment projects and developing future projects. CMB actively markets its Regional Center world wide. CMB performs extensive oversight over every aspect of the ongoing Regional Center business including a thorough screening of all prospective investors in CMB sponsored EB-5 investment projects. CMB provides periodic status updates over the CMB website to its investors which includes project/partnership newsletters, P&L statements, partner capital account information as well as other financial information. CMB provides news updates on the web site as well.

CMB conducts due diligence screening of its alien investors' lawful source of capital and the alien investors' ability to fully invest the requisite amount of capital is evaluated by the Investor Questionnaire, which is included as part of the Subscription Agreement. As well as utilizing our network of qualified consultants. This questionnaire asks the alien investors' name, age, social security number, resident address, employer, past occupations, net worth, income, private placement securities participated in or purchased, tax shelter interest purchased, other syndication interests purchased, if the alien investor maintains an active account with a securities brokerage firm, has retained an investment counselor, and states their objectives. We ascertain whether a prospective investor meets the accredited investors standard under Regulation D.

CMB cooperates with an investor's immigration counsel in the preparation of the EB-5 related petitions. CMB is aware that immigration counsel requires that every potential investor shall complete a visa application with supporting documentation Such as:

- (a) Detailed description of the Company and its history, including current ownership, and management structure and experience.
- (b) A description of its products, analysis of its current and future market share, discussion of the direct and indirect costs associated in product creation, overhead and allocation policies, pricing process and comparisons with competitors, identification of competitors.
- (c) Analysis of its industry and the forces affecting growth or contraction; how the company fits within its relevant market.
- (d) Sources and uses of investment funds.
- (e) Three years of financial statements, including balance sheets and profit and loss statements, preferably prepared by an independent accountant.
- (f) Three years of company tax returns, signed by the company's authorized signatory.
- (g) Details regarding the company's current capital structure, including details of any debt outstanding as to amounts, interest rate, financial covenants and identity of lender.

- (h) A list and statement of amount and other essential terms of any indebtedness or other obligations of or to the company to or from any officer, director, stockholder or employee.
- (i) If real property is being funded or taken as collateral by the partnership, an appraisal and Phase 1 Environmental Review, in form and substance satisfactory to the partnership shall be required.
- (j) If there is seasonality in the company's sales, monthly sales and cost of goods sold figures for the past three to five years, with an explanation of why the sales are seasonal.
- (k) The most recent accounts receivable and accounts payable aging reports, with definitions as to when an account is 30 days, 60 days, etc. past due.
- (l) A pro forma financial statement (balance sheet and income statement) for the company's next fiscal year end, as well as monthly financial projections of balance sheets and income statements for the next full fiscal year, then annual financial projections of balance sheets and income statements for the next four years shall be required.
- (m) A list of references for the company and the principal(s).
- (n) Any product informational brochures/catalogues.

In addition to the information provided above, prior to closing and funding the prospective investment beneficiary may be required to produce the following documents:

- (a) Certified copy of certificate of incorporation of the company, as currently in effect.
- (b) Certified copy of by laws of the company, as currently in effect.
- (c) Access to stock books and stock transfer ledgers of the company.
- (d) Long form Good Standing Certificate. Including payment of taxes for state of incorporation and every state in which the company is qualified to do business.
- (e) A complete list of any d.b.a's the company does business under.
- (f) List of returns and the years thereof that have been audited by federal, state, or local tax authorities, and copies of determination letters related thereto.
- (g) Documentary proof that the company is current in both federal and state employment taxes, as well as any sales tax obligation, if any.
- (h) Certificates of insurance, naming the partnership as additional loss payee, for P&C policies, product liability policies, etc.
- (i) Certification that the company is not in default of any loan covenant with respect to any of its debt.
- (j) A list and brief description of each threatened or pending claim, lawsuit, arbitration, or investigation involving a claim for relief of \$10,000 or more against the company or any of its respective officers or directors.
- (k) Copies of all federal, state, and local governmental permits, licenses, and approvals either held or required to be held by the company for the conduct for their businesses.

- (l) All correspondences, reports, and notices relating to laws and regulations administered by any federal, state, or local governmental agency for the past five years.



Midwest Executive Offices 4507 49th Avenue, Moline, Illinois 61265 Phone: 309-797-1550 Facsimile: 309-797-1655

Question 3

3. **Explain the following:**

- a. **How the regional center is actively engaged in the evaluation, oversight and follow up on any proposed commercial activities that will be utilized by alien investors.**

CMB works actively with its former military base reuse government agencies who serve the role as development partner on various infrastructure upgrade projects at the former bases within the CMB Regional Center. CMB conducts several planning meetings with staff of these agencies to develop future investment projects in the Regional Center. At those meetings CMB staff along with agency staff work to plan projects that meet the criteria of both the CMB and the reuse agencies. CMB works to ensure that project will meet the criteria for Regional Center sponsored investment projects as well as those set forth by the relevant immigration laws and regulations. CMB also cooperates with these agencies to see to it that projects meet the reuse agencies' guidelines and are consistent with base master reuse plans.

- b. **How the regional center is actively engaged in the ongoing monitoring, evaluation, oversight and follows up on any investor commercial activity affiliated through the regional center that has been utilized by alien investors in order to create direct and/or indirect jobs through qualifying EB-5 capital investments into commercial enterprises within the regional center.**

CMB management frequently asks for and receives periodic updates from our former military base reuse agencies partners. Furthermore CMB management conduct regular site visits to inspect the project sites. CMB representatives attend board meetings and meetings of other policy making bodies of the former military base reuse agencies and conducts regular reviews of records, staff reports and transcripts of these board meetings. Lastly, requests bi-annual (or quarterly) project progress reports from these agencies.



Midwest Executive Offices 4507 49th Avenue, Moline, Illinois 61265 Phone: 309-797-1550 Facsimile: 309-797-1655

Question 4

4. Provide:

- a. the name, date of birth, petition receipt number, and alien registration number (if one has been assigned by USCIS) of each principal alien investor who has made/will make an investment and has filed or will file an EB-5/I-526 Petition with USCIS, specify whether:
 - i. the petition was filed,**
 - ii. is pending,**
 - iii. was approved,**
 - iv. denied, or**
 - v. withdrawn by the petitions, together with the date(s) of such event.****

- b. The total number of visas represented in each case for the principal alien investor identified in 4.a. above, plus his/her dependents (spouse and children) for whom immigrant status is sought or has been granted.**

- c. The country of nationality of each alien investor who has made an investment and filed an EB-5/I-526 petition with USCIS.**

- d. The U.S. city and state of residence (or intended residence) of each alien investor who has made an investment and filed an EB-5/I-526 petition with USCIS.**

- e. For each alien investor listed in item 4.a. above, identify the following:
 - i. the date(s) of investment in the commercial enterprise;**
 - ii. the amount(s) of investment in the commercial enterprise; and**
 - iii. the date(s), nature, and amount(s) of any payment/remuneration/profit/return on investment made to the alien investor by the commercial enterprise and/or regional center from when the investment was initiated to the present.****

(b)(6)

CMB Investment Group A, LP

(b)(4)

(b)(6)

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Midwest Executive Offices 4507 49th Avenue, Moline, Illinois 61265 Phone: 309-797-1550 Facsimile: 309-797-1655

Question 5

5. Identify/list each of the target industry categories of business activity within the geographic boundaries of your regional center have:

(b)(4) **a. received alien investors' capital, and in what aggregate amounts;**

- New Commercial Enterprise CMB Investment Group A, L.P.

[redacted] of alien investors' capital was invested by this enterprise with the Inland Valley Development Agency (IVDA) and the San Bernardino International Airport Authority (SBIAA) between October 2007 and April 2008. The IVDA and SBIAA are the public/government reuse agencies of the former Norton Air Force Base in San Bernardino, California. The capital was used for new infrastructure development namely new access road for the new Stater Brothers Markets office and distribution facility at the former base as well as the construction of a related 25 acre hard cap semi-trailer parking facility.

(b)(4) **▪ New Commercial Enterprise CMB Investment Group B, L.P.**

[redacted] alien investors' capital was invested with the IVDA and SBIAA on May 19, 2008 as follows:

(b)(4)

[redacted]

b. received non-EB-5 domestic capital that has been combined and invested together, specify the separate aggregate amounts of the domestic investment capital;

(b)(4)

[redacted]

(b)(4)



c. of the investor capital (alien and domestic) identified above in 5.a. and 5.b., identify and list the following:

i. The name and address of each “direct” job creating commercial enterprise.

Not applicable, CMB Investment Group A, LP and CMB Investment Group B, LP do not claim direct job creation only indirect job creation. However, CMB has created hundreds of direct jobs at the Stater Bros. facility and other new employers.

ii. The industry category for each indirect job creating investment activity.

- CMB Investment Group A, L.P.: trucking, logistics and goods distribution, warehousing, construction and wholesale and retail grocery.
- CMB Investment Group B: trucking, logistics and goods distribution, warehousing, commercial aviation, freight forwarding, construction and aircraft maintenance and repair.



Midwest Executive Offices 4507 49th Avenue, Moline, Illinois 61265 Phone: 309-797-1550 Facsimile: 309-797-1655

Question 6

6. **Provide:**

- a. The total aggregate number of approved EB-5 alien investor I-526 petitions per each Federal Fiscal Year to date made through your regional center.**

FY October 1, 2006 to October 1, 2007: 2 approved I-526 Petitions

FY October 1, 2007 to present – 21 approved I-526 petitions

- b. The total aggregate number of approved EB-5 alien investor I-829 petitions per each Federal Fiscal Year to date through your regional center.**

None to date.



Midwest Executive Offices 4507 49th Avenue, Moline, Illinois 61265 Phone: 309-797-1550 Facsimile: 309-797-1655

Question 7

7. **The total aggregate sum of EB-5 alien capital invested through your regional center for each Federal Fiscal Year to date since your approval and designation.**

1998 – [redacted] (b)(4)
October 1, 2007 through today's date [redacted] (b)(4)



Midwest Executive Offices 4507 49th Avenue, Moline, Illinois 61265 Phone: 309-797-1550 Facsimile: 309-797-1655

Question 8

8. The combined total aggregate of “new” direct and/or indirect jobs created by EB-5 investors through your regional center for each Federal Fiscal Year to date since your approval and designation.

(b)(4) FY 1998 to 2006: Of [REDACTED] as an equity investment with a manufacturing company, Poly-Pacific relocating and expanding a manufacturing facility from Canada to the US, creating new American jobs. The remaining [REDACTED] of the 1998 investment was invested in the former Norton Air Force base and was required to create 13 jobs, this investment has created over 1,200 new direct jobs and hundreds more indirect jobs.

FY 2007 & 2008:

(b)(4) CMB Investment Group A, LP – Many direct jobs were attributable to the investment of this entity, however none claimed. CMB chooses to only claim the indirect jobs. As indicated by CMB’s economists’ report, the [REDACTED] A is projected to create [REDACTED]

CMB Investment Group B, LP – Many direct jobs were attributed to the investment of this entity, however none claimed. As indicated by CMB’s economists’ report, th

[REDACTED]

(b)(4)



Midwest Executive Offices 4507 49th Avenue, Moline, Illinois 61265 Phone: 309-797-1550 Facsimile: 309-797-1655

Question 9

9. **If applicable, the total aggregate of “preserved” or saved jobs by EB-5 alien investors into troubled businesses through your regional center for each Federal Fiscal Year to date since your approval and designation.**

Not applicable.



Midwest Executive Offices 4507 49th Avenue, Moline, Illinois 61265 Phone: 309-797-1550 Facsimile: 309-797-1655

Question 10

Including Updated Authorization Letter

(b)(4)

(b)(4)

(b)(4)



U.S. Citizenship
and Immigration
Services

HOOPRD 70/6.2.8

APR 18 2007

Mr. Patrick F. Hogan
President
CMB Export LLC
4507 49th Avenue
Moline, Illinois 61265

Mr. Lincoln Stone, Esq.
Stone & Grzegorek LLP
800 Wilshire Boulevard, Suite 350
Los Angeles, CA 90017

Re: California Military Bases Export LLC Regional Center (CMBRC) Amendment

Pursuant to Section 610 of the Appropriations Act of 1993, on August 15, 1997, the California Military Bases Export LLC (CMB) was approved and designated as a regional center by the former Immigration and Naturalization Service for the purpose of attracting immigrant investor capital into the development area which is related to the former military bases located in the counties of Sacramento, San Bernadino and Riverside, California. CMB's originally approved regional center application focused on the rebuilding and redevelopment of following six commercial bases in Southern California and Sacramento County in Northern California:

1. George AFB
2. Norton AFB
3. March AFB
4. McClellan AFB
5. Sacramento Army Depot
6. Mather AFB

On January 10, 2007, CMB requested approval to amend its business plan and refine its economic methodology along with its job creation multipliers to encompass three new investment focuses of the CMB Regional Center. Specifically, the CMB Regional Center updates its business plan to include the improvement of infrastructure in the designated development area via direct investment into the state and local government economic development authorities charged with the redevelopment of the closed military base areas. It is CMB's intention to fully fund the development authorities' investment requests for various infrastructure projects. Additionally, the CMB Regional Center plans to improve infrastructure in the development area via direct investment into private enterprises located in the designated development area. CMB's updated submission contains an economic analysis of with refined job multipliers which indicate the potential direct, indirect and induced job creation resulting from proposed investment opportunities.

CMB submitted the following evidence in support of its requested amendment:

- An Economic Impact Analysis using the IMPLAN model prepared by a professional economist;
- A revised business plan reflecting the timing, scale and planned use within CMB of the alien investor capital;
- A proposed Limited Partnership Agreement, a proposed Subscription Agreement, and a proposed Private Placement Memorandum (PPM), all reflecting revisions/changes based on USCIS review comments to ensure full compliance with the applicable EB-5 regulations at 8 CFR 204.6 and USCIS precedent decisions;
- Proposed escrow agreement reflecting instructions to the financial institution designated to serve as the escrow agent for each immigrant investor's irrevocable escrow account regarding disbursement of the investor's contributed capital; and
- The business model for capitalization from as many as 76 immigrant investors and [REDACTED] in aggregate **domestic** and immigrant investor funds into CMB.

(b)(4)

Based on its review and analysis of the January 10, 2007 request to amend the previous CMB Regional Center designation, USCIS approves this amendment to the regional center designation, business plan and job creation multipliers for the CMB Regional Center. In accepting the amendment, USCIS has updated its records of CMB's Regional Center approval and designation, business plan, and job creation multipliers to encompass these amendments to provide for immigrant investor capital into:

1. Improvement of infrastructure in the designated development area via direct investment into the state and local government economic development authorities charged with the redevelopment of the closed military base areas.
2. Improvement of infrastructure in the designated development area via direct investment into private enterprises located in the designated development area.

As such, aliens seeking immigrant visas through the Immigrant Investor Pilot Program may file individual petitions with USCIS for these new commercial enterprises located within the CMB regional center area comprised of the former military bases located in the counties of Sacramento, San Bernadino and Riverside, California. CMB's approved regional center application continues to focus on the rebuilding and redevelopment of following six commercial bases in Southern California and Sacramento County in Northern California:

1. George AFB
2. Norton AFB
3. March AFB
4. McClellan AFB
5. Sacramento Army Depot
6. Mather AFB

The geographic focus of this area is comprised of both rural areas and certain urban areas which have been designated as a Targeted Employment Area (TEA) by the State of California as defined in 8 CFR 204.6(e). Therefore, the minimum capital investment threshold for any individual immigrant investment into a new commercial enterprise through the CMB Regional Center shall be not less than \$500,000.

Alien entrepreneurs who file petitions for commercial enterprises located in the CMB regional center area must fulfill all of the requirements set forth in 8 CFR 204.6, except that the petition need not show that the new commercial enterprises created ten new jobs indirectly as a result of the alien entrepreneur's investment. This determination has been established by way of the USCIS' acceptance of the economic analysis which is contained as part of the USCIS-approved CMB Regional Center's initially approved proposal and its expanded indirect job creation analysis within the approved CMB amendment.

However, where creation of indirect jobs is based on a multiplier rooted in or based on underlying new "direct jobs" (or preservation of existing direct jobs in a troubled business) are claimed in support of an immigrant investor's individual I-526 petition affiliated with the CMBRC, then to be credited with projected preservation or creation of any new "direct" jobs for "qualifying employees" the petition must be supported by:

- Probative evidence of the number of full time (35 hours per week) qualified employees at the point of filing the petition whose positions shall be preserved/maintained throughout the alien's period of conditional residency. Such evidence should include copies of quarterly state employment tax reports, Forms W-2, Forms I-9, and any other pertinent employment records sufficient to demonstrate the number of "direct" qualifying pre-existing full time jobs in CMB preserved/maintained, and any other pertinent employment records sufficient to demonstrate the number of employees before the investment.
- To be credited with projected creation of new "direct" jobs for "qualifying employees" at the point of filing the I-526 petition, then the petition must be supported by a comprehensive detailed CMB business plan and supporting financial, marketing and related data and analysis providing a reasonable basis for projecting creation of the new direct jobs.

Each individual petition, in order to demonstrate that it is associated with the CMBRC, in conjunction with addressing all the requirements for an individual alien entrepreneur petition, shall also contain as supporting evidence relating to this amended regional center designation, the following:

1. A copy of this letter for the amended approval and updated designation.
2. A copy of the approved regional center narrative proposal, business plan, and the approved amendments.
3. A copy of the job creation methodology required in 8 CFR 204.6(j)(4)(iii), as contained in both the initial and amended regional center economic analysis which has been approved by

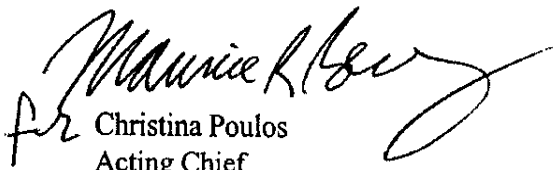
USCIS, which reflects that investment by an individual alien investor of at least \$500,000 into a commercial enterprise within the geographic area of the amended CMBRC will preserve and/or create full-time employment positions, either directly or indirectly, for not fewer than ten qualified employees.

4. A legally executed copy of:
- a. the Private Placement Memorandum;
 - b. the Limited Partnership Agreement;
 - c. the Subscription Agreement; and
 - d. the escrow agreement and instructions

The designation and reaffirmation (through this amendment approval) by the USCIS of CMB as a regional center does not reflect any determination on the merits of individual petitions filed by alien entrepreneurs under the Immigrant Investor Pilot Program. All petitions for alien entrepreneurs who invest within the regional center will be adjudicated by the USCIS on a case-by-case basis and each petition must be fully documented. The individual petitions must be submitted to the USCIS California Service Center.

If you have any questions concerning the CMB Regional Center amendment approval and reaffirmation of your designation under the Immigrant Investor Pilot Program, please contact the USCIS Foreign Trader, Investor and Regional Center Program.

Sincerely,


for Christina Poulos
Acting Chief
Service Center Operations

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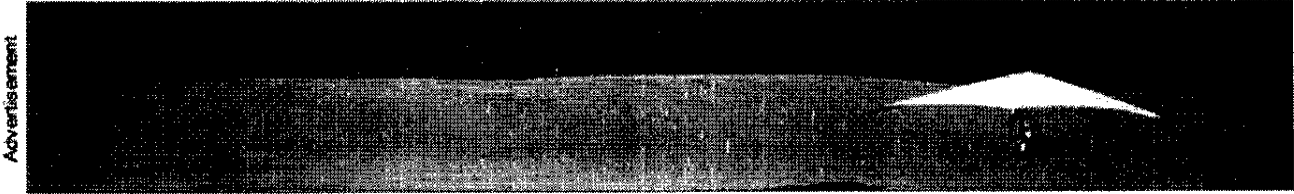
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USA Today Article of Vallejo, California Dated July 22, 2008



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By Edward Iwata, USA TODAY

VALLEJO, Calif. — His roots run deep here. As a kid, 55-year-old contractor Randy Golovich played baseball, worked at the corner gas station, chased girls at the local soda counter. He helped his late father, a foreman at the old Mare Island Naval Shipyard, rebuild the family house.

The chummy, fast-talking Golovich also earned a good living in this waterfront suburb an hour's drive northeast of San Francisco. As Vallejo grew, his contracting business, Randu Originals Ceramic Tile, hauled in millions of dollars in sales over the years. The jobs kept coming. The economy kept booming. Traffic filled Tennessee Street outside his showroom.

Not now. The mortgage crisis, the limping economy and a recent bankruptcy filing by Vallejo — the first municipality to do so since Desert Hot Springs, Calif., in 2001 — have hobbled this town of 120,000. Golovich's business is hurting. Jobs and phone calls from customers have dried up. He's cut his staff and fleet of trucks in half, to six employees and four vehicles.

Golovich also could lose his home. When the interest rate on his \$500,000 adjustable-rate mortgage rose to 10% from 7%, his monthly payment shot up to \$4,000, and he could not afford it. Hoping to ward off foreclosure, he and counselors at the non-profit Vallejo Neighborhood Housing Services are working with his lender on a new payment plan.

Despite his woes, Golovich is hopeful.

"Driving through this town is depressing. It tears your heart out," he says. "But Vallejo's going to come back big, and when it does, I'm going to be the last tile store standing. I've just got to hold on and keep my house."

Vallejo's closely watched Chapter 9 bankruptcy filing in federal court in Sacramento may be a warning sign of dangers that could befall other cash-strapped municipalities.

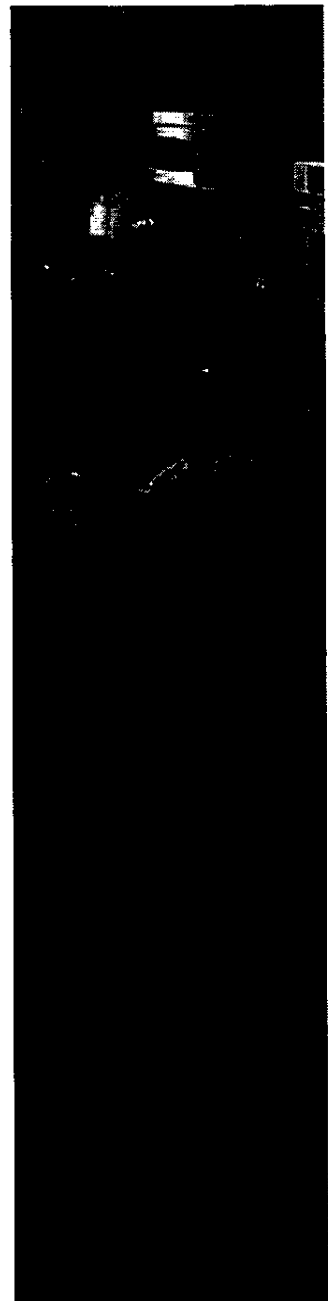
Bankruptcy Judge Michael McManus will hear arguments starting Wednesday on whether to let the case go forward.

Vallejo's attorneys say the city faces a \$17 million deficit and cutbacks in public services for the fiscal year started July 1. The city's police and fire department unions contend that Vallejo is not insolvent but that city officials are trying to dodge labor agreements and obligations to union members and retirees.

Vallejo's financial woes aren't unique, according to municipal-bond analysts and bankruptcy attorneys.

A convergence of forces — the housing bust and credit crunch, tax revenue shortfalls, pension fund costs for public

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employees and the shaky economy and financial markets — are making it increasingly hard for municipalities to balance their budgets.

"We're seeing a lot of governments around the country entering a period of flat or declining revenues," says Gabriel Petek, a municipal-bond analyst at Standard & Poor's. "I don't expect this to turn into an avalanche, but there may be isolated instances of distress."

Defaults' damage rises

Across the USA, 59 bond issues of \$1.2 billion have defaulted this year, according to Richard Lehmann, publisher of *Distressed Debt Securities* newsletter and president of Income Securities Advisors, an investment research firm. The dollar total is almost higher than the past two years combined, he says.

Over the past 20 years or so, 1,100 municipal issuers defaulted on their debt, according to Standard & Poor's. Orange County, Calif., endured the largest municipal bankruptcy in U.S. history in 1994 after suffering \$1.6 billion in investment losses.

Despite the defaults, Petek observes that most local governments in recent years have adopted strong financial-management practices, such as building up cash reserves that will cushion their municipalities during economic slumps.

Vallejo's \$119 million in bonds in the bankruptcy case aren't in danger of defaulting, Lehmann believes. Most of the city's debt is backed by bond insurers or letters of credit, he says.

Even amid harsh economic times, the majority of municipalities manage to avoid bankruptcy, says Chris Hoene, director of policy and research at the National League of Cities.

Typically, states have stepped in to oversee municipalities such as New York City, Detroit and Camden, N.J., that were on the verge of bankruptcy in the past.

"I don't think we're going to see a rash of municipal bankruptcies nationwide," Hoene says.

But Vallejo may be different. California cannot take receivership of its municipalities. The strong anti-tax movement and laws in the Golden State limit local government bodies from raising tax dollars. And Vallejo's high labor costs for its public employees make it tougher to deal with its budget shortfall, Hoene says.

Fading opportunities

Long before its bankruptcy filing, Vallejo had been an economic haven and a thriving bedroom community known as the City of Opportunity.

Through the 1980s, thousands of commuters were enticed by the town's affordable homes, the fresh bay breezes, the nearby wine country of Napa Valley. A Six Flags theme park and the naval shipyard, which built hundreds of warships and nuclear submarines since the 19th century, anchored the local economy.

But after the shipyard closed 10 years ago, the economy sputtered and, some say, never fully recovered.

Then the mortgage crisis struck last year. The weak housing market throttled Vallejo's revenue growth to 3%, while labor costs for the city's police officers and firemen rose 11%.

Vallejo has cut 87 jobs and slashed funding for parks, a library, a senior citizens' center and other public services. City and labor leaders agreed this year to temporarily roll back union salaries 6%, but it wasn't enough to hold off the bankruptcy filing.

Meanwhile, the housing crisis seems to worsen in some regions.

According to RealtyTrac, an online foreclosure research firm, foreclosures in California have doubled to 381,000 this year

compared with the same period in 2007. In Vallejo, foreclosures rose 61% to 2,900 in the first six months of this year, compared with the same time in 2007.

Carol Hardy, interim executive director of Vallejo Neighborhood Housing Services, says that phone calls from financially strapped homeowners in Vallejo have poured in by the hundreds recently.

Many have received foreclosure warnings from lenders, or they're having trouble making higher mortgage payments when their adjustable interest rates rise.

"They were refinancing their homes like ATMs," Hardy says. "They weren't thinking two steps ahead, to what happens when their loan readjusts."

While residents wrestle with possible foreclosure, the city and its unions — the Vallejo Police Officers Association, the International Association of Fire Fighters and the International Brotherhood of Electrical Workers — gird for legal battle this week.

In court papers, the unions contend that Vallejo is not bankrupt, that it still is paying bondholders and that it had \$136 million in cash when it filed for bankruptcy. The filing, the unions allege, is a ploy to force the unions to renegotiate their contracts.

Harvey M. Rose Associates, a San Francisco accounting firm hired by the unions, states in a court filing that Vallejo could balance its budget and build a surplus of millions of dollars by slashing costs, selling city land and increasing fees and assessments.

Unlike similar nearby towns, such as Richmond, that boast more diverse and thriving economies, Vallejo did not rejuvenate its economy and tax base enough to ward off financial woes, says Dean Gloster, an attorney at Farella Braun & Martel, who represents the unions.

"The truth is that Vallejo has been in serious financial trouble for over a decade," he says. "It's a very poorly managed city."

Vallejo officials say in court filings that the mortgage meltdown and high labor salaries and benefits, rising to \$79 million in the current fiscal year, have forced the city to file for bankruptcy. The city, they argue, cannot balance its budget unless the unions make concessions.

Marc Levinson, a lawyer at Orrick Herrington & Sutcliffe, who represents Vallejo, denies that the city is sitting on \$136 million in cash and assets, or that Vallejo "deliberately manufactured bankruptcy to break its labor contracts." He contends that the Rose report is flawed.

Says Levinson, "The city can't afford to pay the contracts. The city has cut to the bone. There is nowhere else to go."

A tough fight ahead

If similar bankruptcy cases are any indication, the unions face a tough legal fight, according to Bruce Bennett, an attorney at Hennigan Bennett & Dorman, who worked on the Orange County bankruptcy and is not involved in Vallejo's case.

"There were extensive negotiations prior to the case," says Bennett, who read the key bankruptcy filings, "and it does not appear the city has misrepresented its actual, current financial condition."

Beyond the filing, Vallejo's economy — mostly retailing, business services and manufacturing — could get a boost from development projects and a \$300 million cancer research center planned by Touro University on Mare Island.

Back on Tennessee Street, the quiet main road from the highway to Mare Island, contractor Golovich waves at friends and business people driving by. The economy, he believes, will start rumbling soon.

"This street is going to be booming again, I'm certain of it," he says. "You can see the traffic picking up now."

Find this article at:

http://www.usatoday.com/money/economy/2008-07-21-vallejo-city-bankruptcy_n.htm

Check the box to include the list of links referenced in the article.

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Victorville / CMB Memorandum of Understanding

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Question 11

11. **Regarding your website, please provide a hard copy which represents fully what your regional center has posted on its website, as well as providing your web address. Additionally, please provide a packet containing all of your regional center's hardy copy promotional materials such as brochures, flyers, press articles, advertisements, etc.**

Please see attached.



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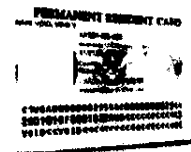
FAST AND PERMANENT IMMIGRATION TO THE UNITED STATES OF AMERICA

CMB, a Federally-Designated Regional Center, was created in 1997 to assist foreign nationals in obtaining permanent U.S. residency utilizing the Federal EB-5 program. By investing \$500,000 to create 10 US jobs, an immigrant investor can earn an EB-5 Visa. The CMB Regional Center operates within the guidelines of the Federal Pilot Program, a subgroup of the EB-5 Visa program. CMB successfully utilizes the EB-5 law to assist immigrants in their goal to earn permanent residency in the U.S. while also generating economic growth within the Regional Center. The CMB Regional Center consists of six former U.S. Military Bases in the state of California. California is renowned for its ethnic and cultural diversity as well as its vibrant economy. If California was an independent nation, it would have the world's seventh largest economy. It is also the gateway to trade and commerce with the Pacific Rim.

CMB has accomplished much since the date of its founding while the business, legal and regulatory climate has continued to evolve. Yet the basic concept of CMB has not changed. CMB has continued to research and implement investments in those military bases in California associated with its Regional Center designation.

CMB's broad goals are three fold:

- 1) *Qualify the investor for a permanent visa under EB-5.*
- 2) *Return the original investment capital to the investor.*
- 3) *Secure a return on investment for our investors.*



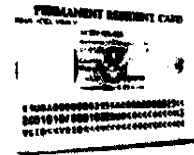
Green Card

Geographic Location of the CMB Regional Center is in the Beautiful State of California



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Green Card

Geographic Location of the CMB Regional Center is in the Beautiful State of California



California is a state located in the western United States, bordering the Pacific Ocean. The most populous and third largest state in the Union, California is both physically and demographically diverse. California borders the Pacific Ocean, Oregon, Nevada, Arizona, and the Mexican State of Baja California. The state has striking natural features, including a huge fertile central valley, high mountains, and hot dry deserts. California is responsible for 14% of American gross domestic product, which at nearly \$1.4 trillion is greater than that of every country in the world save for the United States, Japan, Germany and the United Kingdom. EB5 can get your permanent green card citizenship.

WHAT ARE THE BENEFITS OF EB-5?

- Qualifying investors, their spouse and children under 21 years of age will be granted U.S. Lawful Permanent Residency, otherwise known as a Green Card.
- Since a Green Card provides legal permanent resident status, it can lead to U.S. citizenship after five years of earning the green card.
- Legal permanent residents under the Investor Visa Program enjoy the same benefits as every other United States resident.

WHY CHOOSE US?

- Defined Exit Strategy.
- Low Risk Investment.
- Approved Proof of Jobs Methodology.
- Transparency Of Investment.
- 4% Cap on Business Expenses.
- High Unemployment Area.

California is a state located in the western United States, bordering the Pacific Ocean. The most populous and third largest state in the Union, California is both physically and demographically diverse. California borders the Pacific Ocean, Oregon, Nevada, Arizona, and the Mexican State of Baja California. The state has striking natural features, including a huge fertile central valley, high mountains, and hot dry deserts. California is responsible for 14% of American gross domestic product, which at nearly \$1.4 trillion is greater than that of every country in the world save for the United States, Japan, Germany and the United Kingdom. EB5 can get your permanent green card citizenship.

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- The EB-5 Visa requires no renewal or re-application which is significant since U.S. immigration laws may change and prevent future approval when a renewal of visa is required.
- Investors may work, live, or own their own proprietary businesses anywhere in the U.S.
- Defined Exit Strategy.
- Low Risk Investment.
- Approved Proof of Jobs Methodology.
- Transparency Of Investment.
- 4% Cap on Business Expenses.
- High Unemployment Area.
- Convenient California Location.
- Escrow Account Used to Protect the Investor.
- Strategic Partnership with Co-Invest.
- Overall Simplicity of the Program.

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CMB Export, LLC is UCIS-designated regional center with offices in Moline, Illinois, USA and Corona, California, USA. CMB has been approved to participate in the Immigrant Investor Visa Pilot Program under Section 203(b)(5) of the Immigration and Nationality Act.

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IN MAKING AN INVESTMENT DECISION, INVESTORS MUST RELY ON THEIR OWN EXAMINATION OF THE BUSINESS OPPORTUNITY TO BE DESCRIBED IN A PRIVATE PLACEMENT MEMORANDUM AND THE TERMS PROPOSED, INCLUDING THE MERITS AND RISKS INVOLVED. THE COMPANY RECOMMENDS THAT QUALIFIED, PROSPECTIVE INVESTORS THOROUGHLY INVESTIGATE THIS OPPORTUNITY IN ITS ENTIRETY, INCLUDING CONDUCT OF SUCH DUE DILIGENCE INVESTIGATIONS AS THE QUALIFIED, PROSPECTIVE INVESTOR MAY DEEM APPROPRIATE, BEFORE MAKING AN INVESTMENT DECISION. THIS MATERIAL IS NOT TO BE CONSTRUED AS A COMPLETE PRESENTATION OF THE OPPORTUNITY. THIS MATERIAL IS TO BE CONSIDERED ONLY A GENERAL DESCRIPTION OF THE BUSINESS OPPORTUNITY AND THE INVESTOR MUST RELY ON HIS EXAMINATION OF OFFERING MATERIALS, INCLUDING A LIMITED PARTNERSHIP AGREEMENT, A SUBSCRIPTION AGREEMENT AND A PRIVATE PLACEMENT MEMORANDUM (COLLECTIVELY, THE "INVESTOR OFFERING MATERIALS").

THE SECURITIES TO BE OFFERED IN CONNECTION WITH THE INVESTOR OFFERING MATERIALS WILL NOT BE REGISTERED UNDER THE SECURITIES ACT OF 1933, AS AMENDED (THE "SECURITIES ACT"), OR REGISTERED OR QUALIFIED UNDER THE SECURITIES LAWS OF ANY STATE. FURTHER, SUCH SECURITIES WILL NOT BE PERMITTED TO BE OFFERED OR SOLD IN THE UNITED STATES OR TO "U.S. PERSONS" (AS SUCH TERM IS DEFINED IN REGULATION S, PROMULGATED UNDER THE SECURITIES ACT) UNLESS THE SECURITIES ARE REGISTERED UNDER THE SECURITIES ACT, OR AN EXEMPTION FROM THE REGISTRATION REQUIREMENTS OF THE SECURITIES ACT IS AVAILABLE.

THE FOLLOWING SUMMARY IS NOT INTENDED TO BE AND DOES NOT CONSTITUTE AN OFFER TO SELL OR THE SALE OF ANY SECURITIES. ANY SUCH OFFER OF SECURITIES SHALL ONLY BE MADE IN CONNECTION WITH INVESTOR OFFERING MATERIALS, AND THE FOLLOWING SUMMARY IS NOT INTENDED TO REPLACE AND MUST BE READ IN CONNECTION WITH THE INVESTOR OFFERING MATERIALS.

THE PROJECTIONS SET FORTH HEREIN, IF ANY, HAVE BEEN PREPARED ON THE BASIS OF CERTAIN ASSUMPTIONS AND HYPOTHESES WHICH MAY PROVE TO



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Strengths of CMB

- **Defined Exit Strategy** - The term of the loan to the government agency is six years. When all public sector investments are paid back, the investors simply vote to liquidate the partnership. There is nothing to sell and, you are not dependent upon a market place (such as real estate) for return of your original capital.
- **Low Risk Investment** - Investment is made within a government agency that has the power to raise funds through several sources such as tax revenue, bonds, state and federal grants. Additionally, each agency has oversight by various joint powers authorities.
- **Approved Proof of Jobs Methodology** - Investors should be very interested in the details of any EB-5 program and paramount to understanding EB-5 is proving new jobs. CMB combines investor capital with government funds and private capital to multiply the effects its investment capital has on job creation thus creating many more new jobs than required. Proof of jobs is the single leading cause of denial for petitions under the EB-5 program. The problem with finding out that the jobs are not provable from an investor standpoint is that it is too late once they find out the jobs are not there! The investors are already in the investment irrevocably. Proof of jobs should be the first consideration of every EB-5 investor!
- **Transparency Of Investment** - Investors in CMB have a right to access to partnership records. The government entity financial records are also available. Thus our investors can see all the financial records of all parties.
- **4% Cap on Business Expenses** - An investor can expect a modest return on their investment as a 4% return is all that is needed to turn a profit. Investors are without worry that a "poor" performing investment may result in losses on both return on investment and day to day expenses.
- **High Unemployment Area** - Investors must also understand that each program must provide proof that the investment qualifies as a high-unemployment area. CMB has maps and letters from the state of California verifying our TEA status. This is done without manipulation of data, which would risk denial for our client's petitions.
- **Convenient California Location** - California has a vibrant economy and would have the world's seventh largest economy if it were its own country. California is also the United States gateway to the Pacific Rim.
- **Escrow Account Used to Protect the Investor** - CMB uses an escrow account in both Asia and the United States. Our client's funds are deposited in the accounts and only released to the partnership on a successful I-526 petition. CMB has no access to the client's funds unless the petition is approved.

I. Introduction
 II. Investment Process
 III. Investment Structure
 IV. Investment Terms
 V. Investment Risks
 VI. Investment Benefits
 VII. Investment Opportunities
 VIII. Investment Contact Information
 IX. Investment Disclaimer
 X. Investment Privacy Policy
 XI. Investment Terms and Conditions
 XII. Investment Contact Information
 XIII. Investment Disclaimer
 XIV. Investment Privacy Policy
 XV. Investment Terms and Conditions

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• **Escrow Account Used to Protect the Investor** - CMB uses an escrow account in both Asia and the United States. Our client's funds are deposited in the accounts and only released to the partnership on a successful I-526 petition. CMB has no access to the client's funds unless the petition is approved.

• **Strategic Partnership with Co-Invest** - This partnership allows you access to an in-Asia representative of CMB. They are available to assist in the entire process for all CMB clients.

• **Overall Simplicity of the Program** - We invest funds through a loan agreement with a government agency. Nothing to sell, rent, or actively manage day to day. The return is fixed at 5% and the principal is safe. The job creation methodology is approved at the I-526 and is the same at the I-829. The exit strategy is simple.



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Investing with CMB

Invest with CMB- a Federally-Designated Regional Center

EB-5 Investments are broken into two categories: a direct investment into a business, or an investment into a federally approved Regional Center. The direct investment is just that - an investment within a company. The other subset of the EB-5 program is for those visas granted through use of a Regional Center. A Regional Center is defined as "any economic unit, public or private, which is involved with the promotion of economic growth, including increased export sales, improved regional productivity, job creation, or increased domestic capital investment." Up to 3,000 of the 10,000 EB-5 visas are set aside to immigrant investors who apply through Regional Centers. Congress passed a five-year extension of the EB-5 Regional Center program in November of 2003.

CMB is a federally designated Regional Center and has the application process with the USCIS. In this rigorous application process, CMB explained the entire business plan of its Regional Center and set forth a specific geographic area within the United States.

With this approval by the USCIS, the CMB Regional Center has much greater power in creating jobs through the pooling of investor funds. Such aggregation of investor capital can have the greatest impact on a local economy in terms of creating jobs. Since Regional Centers are allowed to utilize both direct and indirect job creation to support the investor's requirement of generation a minimum of ten American jobs, it is easier to prove this level of job creation. Simply stated, CMB as a Regional Center is a more powerful entity for an applicant to prove job creation.

Investing through our Federally-designated Regional Center offers the most expeditious means for the EB-5 Investor. The Regional Center status of CMB presents several advantages for Investors. Since qualified investments filed through regional centers only have to show indirect job creation, it is easier to ensure that when the USCIS asks our clients to prove job creation (after filing the I-829) the job proof is there. Investors in the CMB Regional Center do not have to have day-to-day management responsibility because of the use of the limited partnership structure. Working with our government reuse agencies at each former military base will provide proof of job creation using multiplier statistics and economic forecasts as well as demonstrating from our past investments those multipliers and statistics are reliable.

The Regional Center designation is what makes the CMB investment relatively simple for those seeking a low-risk investment without the time-consuming issues of day-to-day management. Additionally, the overall plan of a Regional Center is considered before an applicant is approved by the Immigration and Naturalization Service. Regional Center designation provides a reasonable assurance that the business plan will meet the Immigration Act objectives if the submitted business plan is followed.

CMB is unique among all other Regional Centers and individual EB-5 programs. CMB is a federally

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CMB is unique among all other Regional Centers and individual EB-5 programs. CMB is a federally designated Regional Center that structures much of its investment opportunities with governmental agencies. The funds are invested within those agencies; therefore the government agencies are the responsible party to repay the investment. This type of investing is not without risk; however the risk is minimal. Nearly all of the government agencies are joint powers authorities with the cities, counties, and state of California as participants. They have the powers to create bonds and receive tax increment financing. This safety of CMB's investment is paramount to our goal of obtaining the green card and return of the original capital for our investors.

Furthermore, we have the partnership of these same governmental agencies when we, along with you the investor, are required to prove the creation of ten American jobs. The entire Regional Center is considered when proving job growth. A particular project may not create the desired job growth yet another may create more than its ten per investor. We are allowed to look at the entire Regional Center job growth not just a single project. In contrast, other immigrant investor programs (those which are not Regional Centers) are restricted to particular projects for proof of job growth.

Proving the jobs is paramount to getting your EB-5 Visa. CMB understands the permanent visa (green card) is the ultimate goal.



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Management Team



Patrick F. Hogan

The President, CEO and Managing Member of CMB Export LLC is Patrick F. Hogan. Mr. Hogan has been an entrepreneur for nearly 30 years. He began his career as a business owner in 1978. He has owned and operated numerous businesses that have had annual sales over \$20 million per year and employed over 300 employees. The various businesses include a chain of service station car washes, photography development labs, a chain of video stores, a custom photography business, a book publishing company, the number one (by yearly sales) antique/collectable firearms auction house in the United States, and others. Mr. Hogan has been active in the immigration investment field for over ten years.



William F. Hurley

The Executive Director of CMB Export is William F. Hurley. He has nearly two decades of experience in the legal industry as well as business management. He has served as a director of a trade association in the food and beverage industry and the deputy chief of staff for a former member of the U.S. House of Representatives. In 2002, he was candidate for U.S. Congress from Illinois. Mr. Hurley has advised companies in the areas of antitrust, mergers & acquisitions, government affairs and bankruptcy. Among the clients he has counseled include BP-Amoco, United Airlines, WR Grace & Co., AT&T, PepsiCo, and Verizon. Mr. Hurley received his B.A. in Economics from the University of Illinois and a graduate degree from DePaul University in Chicago, Illinois

Judy Voss

The Vice President of marketing for CMB Export is Judy Voss. Judy is a graduate of Augustana College, Rock Island, Illinois. Vice President of Operations for Hogan's Video, a fourteen store Midwest chain of video stores. Executive Vice President and graphic design manager for Rock Island Auction Company for 14 years.

Leslie Pursell

Done

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Leslie Pursell

The Director of Client Services for CMB Export is Leslie Pursell. Leslie is a graduate of Western Illinois University with a BA in History and a minor in Political Science. She spent 2 years as a legal assistant at a law firm. She is the Vice President of Acquisitions for Rock Island Auction Company



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FAQ

CMB & Investment Related Issues

1. Where is the investment situated?

The investments will be situated in San Bernardino, Riverside and Sacramento Counties of California, USA and are associated with the former military bases located in these counties. This is the geographic scope of the CMB federally designated Regional Center. CMB's first rounds of investments were focused on the former Norton Air Force in San Bernardino County. CMB is currently authorized to raise capital for infrastructure improvements at the former George AFB in Victorville, California, San Bernardino County and the former McClellan AFB in Sacramento County. The other bases that are slated for future investments are: the former March AFB in Riverside County, and the former Mather AFB and Sacramento Army Depot in Sacramento County. CMB will coordinate the investments with the state redevelopment agencies associated with each of these former bases.

2. How is the investment structured?

The Limited Partnership is managed by the general partner of the Limited Partnership, CMB Export LLC. The general partner is responsible for and initiating managing the investments of the partnership. The general partner is also responsible for the day to day business operations of the partnership as well working to ensure that the Regional Center meets all related laws and regulation pertaining to the EB-5 program. The Limited Partners/ Foreign National EB-5 Investors receive 80% of the profit from the Partnership business activities while the General Partner is entitled to 20%.

3. What is a Limited Partnership?

The limited partnership is formed by filing a charter with a state government and consists of a general partner and one or more limited partners. The charter details the rights and powers of the limited and general partners, percentages of ownership, and distributions of profits. The general partner manages the business. The limited partners are passive investors liable only for the amount of their investment.

This is best explained through an overview of the various entities available to investors.

A **corporation**, formed by filing a charter with a state government, is owned by shareholders. The corporation is taxed on its income. The shareholders are only taxed on dividends paid to them by the corporation. Shareholders do not pay tax on the corporation's income. The shareholders only risk the cost of their investment in the corporation, they bare no responsibility for the general affairs of the corporation.

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A **partnership** is comprised of two or more people or entities coming together for an enterprise, without any particular state charter. The partnership does not pay tax, but passes through all items of income and loss to the partners. The partners pay tax on partnership earnings. Each partner, unlike a corporate shareholder, undertakes responsibility for the entire operations of the partnership. If the partnership were to be sued and judged liable, each partner bares full responsibility for the damages. A corporate shareholder has no such direct liability.

A **limited partnership** combines corporate limited liability with partnership taxation. The limited partnership, formed by filing a charter with a state government, consists of a general partner and one or more limited partners. The charter details the rights and powers of the limited and general partners, percentages of ownership, and distributions of profits. The general partner manages the business. As in a corporation, the limited partners are passive investors liable only for the value of their investment. As in a general partnership, limited partnership income is taxed at the partner level, not at the entity level.

A **limited liability company** is a corporation that passes through income and loss to the shareholders but offers shareholders the same limited liability as a limited partner or corporate shareholder. You could say a limited liability company is a corporate version of a limited partnership.

4. What are my risks?

As in any investment there is a risk of total loss. This lack of debt eliminates much of the risk of total loss. There remain matters much beyond the promoters control such acts of god, war, and market fluctuations in income and or real estate values. All investors are provided the opportunity to visit the project sites, meet with management, be provided with documents as required to enable review of the investment, and are provided with references to permit independent verification of the information contained in the investment prospectus.

5. Must I invest the full \$500,000 before you will apply for my green card?

YES: Although the regulations permit escrow arrangements, other investment companies place EB-5 investors' funds directly into the project; however for investor protection, the Investors funds are placed in an escrow account pending petition approval. In this case the funds may only be released to the project upon approval of EB5 Investor immigration petition.

6. How safe is my investment?

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CMB believes it is as safe as possible given the legal requirement that the investments are truly "at-risk". This is why CMB chooses loans to government agencies as part of its investment portfolio.

7. Why is a promoter used for this EB-5 program?

CMB uses promoters or finders from time to time to assist it in locating prospective EB-5 investors.

8. If I wish to visit the military bases/CMB investment project sites, is this possible?

Yes, CMB can arrange such visits on a case by case basis provided enough notice is given to schedule a visit.

9. Is the EB5 Green Card 'guaranteed' by participating in this investment program?

A Green Card cannot be "guaranteed" however your \$500k is held in a "Bank Escrow Account" and refunded in full in the unlikely event of a denial of your I-526 petition. No one can ever guarantee the outcome of a visa application or petition, it is solely up to USCIS to adjudicate. The key is to have a well prepared petition by competent, legal counsel experienced in EB-5 visa matters, to create the best opportunity for success. No money is released from the bank escrow account to the project until your I-526 Petition is approved.

10. If my I-526 petition for my 'Green Card' is denied, do I get my \$500,000 back?

Yes

11. Does the Administration fee include unbiased legal counsel to represent me for my application to USCIS?

No, CMB believes that it is important for you to have independent legal counsel representing your interests. As a result while we may recommend a lawyer who can competently handle EB-5 applications, you will ultimately choose the attorney who will represent you.

12. How extensive is the paperwork/application process, will I receive help?

You will be provided with detailed schedule of requirements and list of documents. You will be assisted throughout the entire application process.

13. Am I still required to hire an immigration attorney?

Yes - it is important for you to have independent legal counsel representing your interests. The EB-5 application process is complicated and many technical requirements must be met.

14. What are the fees if any?

CMB requires an \$30,000 syndication fee at the time the subscription is entered into.

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15. US Tax Matters and Considerations

The United States charges income tax on all US Citizens and Permanent residents alike, and based upon worldwide income. Foreign Investors should consider the tax implications and review matters with their professional advisors of becoming a US Permanent Resident before making any investment.

16. Pre-immigration Tax Planning

Before you become a resident of the United States you may wish to consider reducing or eliminating some of the United States income, gift and estate tax consequences which would be applicable to you once you become a United States taxpayer. These objectives may be accomplished through utilizing some common planning techniques such as:

- making gifts
- accelerating income and gains
- deferring deductions and losses
- creating, amending and/or revoking wills and trusts
- creating and/or reorganizing entities

17. Who should invest?

EB-5 investors include people from all walks of life; professionals, business people, persons wanting to facilitate a child's education, and retirees. Because the EB-5 visa permits employment in the US, many EB-5 investors become involved in charity or part time work. Simply put, the EB-5 visa gives you the flexibility to do what you want in the USA. If you don't want to actively manage your business, you should consider EB-5. If you have a US citizen parent or child over 21 years of age, you should consider family class visa categories. If you have exceptional skills or are famous you may qualify for a green card based on your skills or fame. If you want to manage your own business, consider L-1, E-2, international manager visa categories. If your goal is to have a green card and not to actively manage a business, it is most often cheaper to utilize the EB-5 category rather than to start and maintain a business.

18. How is my limited partner interest protected?

The Certificate of Limited Partnership must be recorded with the State of California as a public record. The Certificate refers to a Schedule A of the limited partnership agreement, which lists the names and percentage interests of the limited partners. Investors are protected by California Revised Limited Partnership Act and the Uniform Commercial Code. Funds are typically invested with governmental agencies and thus part of the public record.

19. Is my investment guaranteed?

No. The law requires an "at risk" investment without guarantees or redemption rights.

20. What are my risks?

20. What are my risks?

As in any investment there is a risk of total loss. Like everybody we risk the deleterious effects of acts of god, war, financial distress of state and local governments and market fluctuations. We urge all investors to visit us, check our references and to independently verify the information contained in our prospectus.

21. How does the bank "escrow" account protect me against the risk of losing my money?

The initial cash deposit from the investor is placed in a legal, interest-bearing Escrow Bank Account. When an Escrow Bank Account is established, the funds continue to belong to the investor; however, they are committed to be placed into the investment upon petition approval. The attorney or bank has an agreement with the investor that requires the funds to be released from the account only when the petition is approved by the USCIS.

22. What are CMB's fees?

CMB charges an annual fee of 4.0% of each investors' initial capital contribution paid to the General Partner, CMB Export LLC, to meet ongoing expenses and obligations of the partnership. The General Partner is also entitled to 20% of the profits derived by the Partnership while 80% of said profits and/or gain is distributed to the Limited Partners on a pro-rata basis.

23. Is CMB Export LLC currently a qualified Regional Center; and if so, what are the advantages of investing with a federally designated regional center like CMB Export LLC?

Yes, CMB was designated as a Regional Center by the Federal Government in 1996. The advantages of investing with a regional center are:

- Facilitates the pooling of capital of multiple EB-5 investors
- Investors can take credit for jobs created directly as well as indirectly from their investment in the Regional Center. Indirect job creation may be demonstrated using any reasonable approved methodology.
- Congress gave the USCIS discretion to give priority to EB-5 applications filed in conjunction with a Regional Center.
- The regional center handles the day to day management of the investments.

24. What is meant by qualifying investment "capital"?

The regulations define capital as cash, equipment, inventory, other tangible property, cash equivalents and indebtedness secured by assets owned by the alien entrepreneur. A debt will qualify as capital only when the alien entrepreneur is primarily and personally liable for the indebtedness. The regulations permit indebtedness secured by the alien's own assets to count as "capital." This rule allows bank loans and therefore provides greater flexibility for the investor who may have assets that are being used for other personal and business purposes and are not immediately available for investment in an immigration program. The bank loan also broadens the number of investors eligible for the EB-5 program. The Investment Visa Program meets all investment capital requirements through the use of initial cash investments complemented by a bank loan secured by the assets of the investor. For this reason, the investor in this Program must demonstrate to the bank a total net worth of at least US\$500,000 that will meet the standard requirements of the bank for financing. This may include real estate or other real property, ownership of business assets, cash, stocks,

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25. When may the investor exit the investment?

The duration of the Limited Partnership is 6 to 10 years. Once all the investments are liquidated the respective capital accounts and share retained earnings and capital gain will be distributed to each limited partner.

26. What investment enterprises qualify under the regulation?

Under the regulations, there are three types of qualifying investments for investor visa purposes: the new commercial enterprise, the expansion of an existing business, or the rehabilitation of a troubled business. They are defined as follows:

- The "new commercial enterprise" is either the creation of an original business, or the subsequent or simultaneous restructuring of an existing business such that a new commercial enterprise results;
- The "expansion of an existing business" may qualify through the investment of the requisite dollar amount such that a 40% increase in either net worth or the number of employees results; or
- The "troubled business" investment requires the requisite dollar amount in a business which has been in existence for at least two years, and for a period of 12 to 24 months prior to the filing of the petition, has demonstrated at least a loss of profit equal to 20% of the business net worth.

A qualifying investment may utilize any one of these three types of business enterprises. However, most recently, investors have successfully utilized either the "new business" or "troubled business" situation, which qualifies for special, advantageous treatment by the regulations in terms of the job creation requirements. Prior investments have included restaurant chains, nursing homes, national hotel franchises, manufacturing companies and transportation companies. Our affiliate constantly looks for the best investments for immigrant investor clients. The current focus is on new businesses that are involved in export trade, affiliated with a Federally Designated Regional Pilot Center and utilize "indirect employment" requirements under the law.

27. What are the obligations of the investor to participate in the investment?

Under the regulations, the investor must be "active" in the management of the investment. The

27. What are the obligations of the investor to participate in the investment?

Under the regulations, the investor must be "active" in the management of the investment. The investor must engage in the management of the new commercial enterprise, either through day-to-day managerial control or through policy formulation. However, the regulations do specifically allow that an investor will qualify as a "limited partner" as defined in the Revised Uniform Limited Partnership Act. The Investment Visa Program meets all the regulatory requirements by enrolling the investor in the investment as a limited partner. This passive role allows the investor to continue to engage in his or her own business without needing to participate in the investment operations. Additionally, this allows the investor to live where he or she pleases, and gives him or her the option to enter and exit the United States without any obligation to manage the investment. Most importantly, the limited partner, like the corporate shareholder is only liable to the enterprise to the extent of the agreed-upon investment. This business structure protects the investor.

28. What is an "escrow" account, and when does the investor transfer the money to this account?

An Escrow Bank Account is a legal, interest-bearing account established in a bank to hold the initial deposit in trust until the completion of visa processing. This type of account is commonly used in the sales of real estate, businesses and personal property. The Investment Visa Program has established an Escrow Bank Account for the purpose of safely holding an investor's funds until such time as the visa has been approved by the overseas consulate or an office of the USCIS in the United States. Escrow accounts have been established at several leading banks both in the United States and overseas. Under the agreements entered into with the servicing affiliate, the investor's money is not authorized to be released from the Escrow Bank Account by the bank until the visa has been approved. This process was created to protect the investor.

29. What is meant by "net assets"?

An investor's net assets, or net worth, can be determined from a simple calculation: the combined value of all things owned, minus the combined value of all liabilities (debts). The assets may be from any legal source, anywhere in the world:

- cash;
- gifts and inheritances;
- the net cash value of life insurance;
- the value of personal property such as jewelry, art and antiques;
- the proceeds from the sale of a business or real property (real estate);
- the value of real property, including the family home and any additional homes;
- the value of securities such as stocks and bonds, including stock in a family business.

(Naturally, funds that come from such sources as smuggling or the sale of illegal drugs are not allowable.)

Verification of assets and the sources of those assets will be required. It will not be necessary to document or reveal all assets, but only enough to meet the requirements of the USCIS and the Program -- an absolute minimum of US\$530,000. The easiest proof of net worth, of course, is a bank account with actual cash.

30. Why are the loans to the government agencies at a 5-6% rate?

30. Why are the loans to the government agencies at a 5-6% rate?

Government bodies have access to low cost capital. They can issue bonds, receive grants, and have other avenues for low cost funding. We must be competitive with our rates.

31. Once I put my money in CMB what do I receive for my investment?

Each investor who is admitted to the CMB Limited Partnership is given a certificate of Limited Partnership Ownership. They become a limited partner with all the rights granted by the Limited Partnership Agreement and Subscription Agreement and are protected by the California Uniform Commercial Code and other relevant California Laws.

32. When I send my funds to CMB and I am waiting for my I-526 Petition, how do I know my funds are safe?

The funds are put into an escrow account whereby neither the Partnership nor the investor has access to them. The funds cannot be released unless the terms of the escrow are met. The terms specifically state that the I-526 Petition must be approved or both parties must sign off on disbursement; otherwise, the funds cannot be released.

33. Will CMB help me with filing my immigration petition?

No. CMB requires all investors to secure their own legal counsel to file the paperwork and complete the applications for an EB-5 investor visa. CMB is the business side of this complex process. CMB will provide documents in support of the investor's I-526 and I-829 Petitions with the attorney of the investor's choice. An EB-5 investor must retain his or her own immigration counsel to assist in the initial I-529 petition or application. However, CMB will assist your counsel in providing information on the investment and the regional center. CMB will provide supporting documentation including a comprehensive business plan.

34. Why do you believe CMB is a superior program to other Regional Centers?

Because CMB has three clearly established goals:

- Qualify the investor for a permanent visa under EB-5 rules.

Working with the highly trained and experienced professionals who developed a program with the greatest likelihood of success from an immigration law and financial perspective.

- Return the original investment capital to the investor.

Clear exit strategy. Excellent track record. Very secure and verifiable investment involving government agencies with revenue generating authority.

- Secure a return on investment for our investors.

Government agency loan program provides predictable return on investment.

And further, our competition is dependant on a particular investment project, be it rehabilitation of

And further, our competition is dependant on a particular investment project, be it rehabilitation of warehouses, growing almond trees and grapes, the operation of dairy farms, loans to a particular business, etc. What if that business fails? What are the methodologies for proving that new jobs were created? Are jobs moved into existing businesses considered new? Do American workers harvest grapes and agricultural products? CMB has multiple projects and most involve infrastructure improvements. Those improvements will always be proven to produce jobs by the use of the US Department of Commerce's RIMS II economic models or the IMPLAN Input Output Model. In summary, CMB has simple proven methods to prove job creation. CMB has multiple projects to spread the risk to ensure that failure of one project to produce the entire number of required jobs does not result in failure to create enough jobs for the investor's proof of jobs as required by the EB-5 investment program. The current CMB Limited Partnership will present the total of all projects direct and indirect employment. Furthermore, CMB has the ability to multiply the job creating effects of its investment dollars by providing the seed funds or matching funds for Federal and State Grants.

35. What are the risks associated with the business investment regarding the removal of the conditions from the conditional visa (the I-829 Petition) twenty months after the I-526 Petition approval?

The I-829 Petition (condition removal) will ask for each regional center to provide proof of jobs and prove the investor has indeed maintained the investment. Proving that the investor is still fully invested is simple as long as the investment funds are in the Partnership. Proving job creation is where CMB has a very distinct advantage over its competition. CMB investments will consist of low interest loans to a government agency. The agency will have several projects (see Current Project link). Each project will contribute to the job count, however several projects will use our clients' investment funds as "seed money" (or required matching funds) for a much larger sum of money (Federal and State grants as well as private capital) for a particular project. Utilizing this investment strategy CMB is multiplying the effects of our investments, and thus multiplying the effects of our job creation.

We expect that this leveraging of our original capital will produce an excess of the ten jobs per investor as required by the EB-5 program. The strength of CMB is partnering with the government agencies who also have the focus of creating jobs in their respective communities.

36. What is the likelihood of the investor getting the basic return of his/her original investment?

The investor's original capital is invested by the Partnership via a low interest loan to a government agency. We cannot say the funds are 100% safe. What we can say is that the chance of a government agency going bankrupt is highly unlikely, thus the loss of the investment funds are also highly unlikely. Our competition investment centers on the investor buying property or buildings that in many cases the Regional Center or related parties own. In all investment models the management of the business and basic premise for the investment must be sound or the risk is multiplied. We believe the CMB investment structure has the lowest risk of the existing operating Regional Centers.

37. What is the likelihood of the investor realizing a profit in this investment?

CMB restricts its day to day expenses to 4% per year of the investor's original investment (this does not include extraordinary expenses). What this cap on day to day expenses provides is up to a 1-1 1/2% return per year based upon a 5% loan model. This is not a high return; however, look at it another way. The Partnership only has to return 4% per year to retain the original capital account of each investor. With much of our competition, the General Partner or related party adds to the

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CMB restricts its day to day expenses to 4% per year of the investor's original investment (this does not include extraordinary expenses). What this cap on day to day expenses provides is up to a 1-1 1/2% return per year based upon a 5 % loan model. This is not a high return; however, look at it another way. The Partnership only has to return 4% per year to retain the original capital account of each investor. With much of our competition, the General Partner or a related party sells to the investor the very land, building, etc. that the investor must eventually sell to realize a profit. Yearly expenses must be looked at as there are many programs that have complicated distributions of rents, profits, etc. Projections for return on investments have several universal principles, and one is that high risk should relate to high return, and low risk should relate to a lower return. The investor should look at CMB and its competitors very closely when any projections of return on investments are stated. In summary we believe CMB has a simple, straightforward strategy to obtain a return for our investors while exposing our investors' funds to minimal risk.

38. What is the exit strategy of the investment?

In other words, how and when can investors receive their money back and terminate their investments? The exit strategy for our investments is again straightforward and simple. When all of the public sector loans have been paid back the investors, as limited partners, vote to dissolve the Partnership and disburse the funds to all investors according to their capital accounts. The public sector loans will have a six year duration, thus once the last loan is made, the Partnership may vote to terminate six years from that date. Our competitors' exit strategies are to sell the buildings or land (hopefully at a profit) and then to dissolve the Partnership. It sounds simple, but the fact is that every \$500,000 qualified investment must be in a rural or high unemployment area, so the question becomes: Are high unemployment areas hotbeds for selling real estate? In summary CMB investments run their course six years from the last public sector investment loan and the Partnership has the return of its investment. There is nothing to sell.

39. What if the investment is lost? Will the investor also lose his/her visa?

In the very unlikely event that CMB is not paid by the government agency, the infrastructure improvements will remain. Jobs will be created and proof of jobs will remain the same. Our competition, should they suffer the same fate and face bankruptcy, the jobs are lost and so may be the removal of conditions on the visas for their investors. Therefore, CMB has another advantage even in the very worst of situations.

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Creating Infrastructure Creates Jobs!

Infrastructure is the backbone of any community development. It is the foundation upon which all economic activity and job growth are based. Infrastructure installation or improvement creates several challenges. How can the communities and development agencies match timing of infrastructure improvement needs with the availability of funding sources to pay for these improvements? In a typical military base reuse scenario, infrastructure needs arise before there are any available funding sources. The CMB plan is to assist in this critical area of providing time or "bridge financing" until the actual revenues start to flow from those traditional sources of financing. The partnership of the redevelopment agencies and CMB allows bridge financing to provide the up-front capital for infrastructure. This can take the form of: providing required matching funds for state and federal grants, or by CMB funding large amounts of the required capital allocable directly to local governments, local reuse agencies, and private entities to jump start the activity of infrastructure construction, improvements or repair in order to facilitate future job creation and economic growth.

CMB Infrastructure Investment Group I will employ its capital to fund defined projects creating the backbone infrastructure for job creation and increasing regional productivity within its geographic scope of the Regional Center. The six year term of the investment agreement between CMB and the reuse agency is to ensure the former base reuse entity will be able to utilize the funds long enough to realize a return on the investment in the infrastructure improvements thus enabling them to pay back the original investment. Each investor's \$500,000 investment will be placed in the partnership and not assigned to a specific project. The various projects will have specific documentation as to the scope of the project and the jobs methodology employed to show that this project and the collective projects of the partnership meet and exceed the requirement of ten jobs per investor.

CURRENT CMB INFRASTRUCTURE INVESTMENT GROUP I PROJECTS

\$22.6 MILLION DOLLAR INFRASTRUCTURE INVESTMENT PARTNERSHIP AT THE FORMER MCLELLAN AFB

The second project authorized by the CMB Infrastructure Investment Group I, Limited Partnership consists of a \$22.6 million project on the former McClellan AFB located in Sacramento, California.

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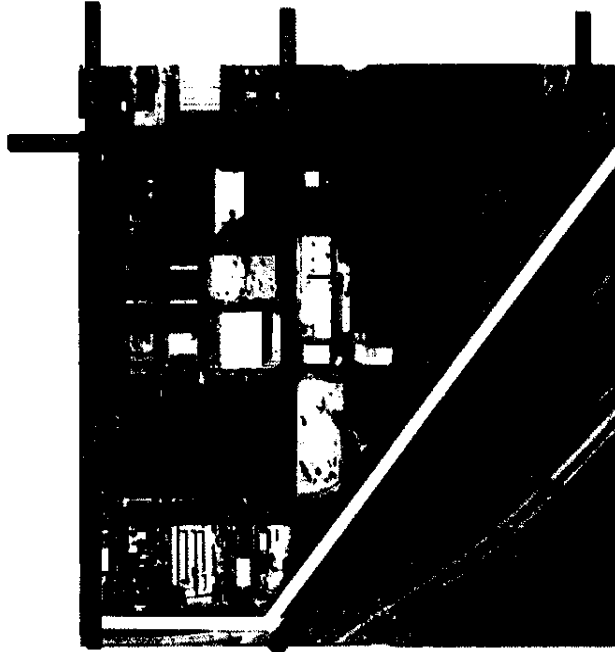
McClellan Park

The second project authorized by the CMB Infrastructure Investment Group consists of a multi-million dollar project on the former McClellan AFB located in Sacramento, California. The master developer, McClellan Park, LLC is seeking an investment of \$6 million from the Partnership. The former McClellan Air Force Base is located in Sacramento County, approximately seven miles northeast of downtown Sacramento. In 1995, BRAC designated McClellan AFB for closure and was officially closed on July 13, 2001.

McClellan Park

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McClellan Park South District



Proposed Buildings
Detention Basin/Sewinary
Street Improvements



The County of Sacramento's economic development team is cooperating fully with the development/equity partner McClellan Park LLC to market and redevelop the former base. McClellan Park is comprised of three key entities: Kelley and Associates, Industrial Realty Group, one of the nation's largest firms specializing in the reuse of industrial properties, and Morgan Stanley Real Estate Funds, one of the largest and most successful real estate investors in the world. These companies combine the hands-on experience, industry knowledge and financial strength necessary to successfully plan and develop more than 16 million square feet of space.

The commercial real estate potential for private sector firms is just starting to be realized. The ongoing development of McClellan Business Park is transforming the former base into California's largest master planned community. Of the approximately 11 million square feet of buildings on the former base, McClellan Park has already leased over 5 million square feet with additional leases pending. The future prospects for securing even more commercial tenants are enhanced by its ideal location and amenities. McClellan Business Park is located minutes from all major freeways in the area and the region's light rail system and is a short drive to the Sacramento International Airport.

This project is focused on the South McClellan District of the former base and is highlighted in yellow in the above map. Upon completion, the new infrastructure will open this District for future development. This project has components from varied sources: CMB, EDA grant, master developer, and private capital. Four components make up the South McClellan Project:

1 - Roadway and landscaping infrastructure improvements

Winters Avenue Segment: Plans call for improvements to Winters Avenue up to the intersection of Bell Road and Dudley Boulevard and the extension and realignment of Winters with Kilzer Avenue to allow seamless access to McClellan Business Park from the Winters Avenue exit off of Interstate-80. Additionally, Kilzer Avenue will be realigned so that its centerline matches that of Winters Street, thus eliminating the easterly jog of Kilzer and the intersection with Dudley. This will benefit South McClellan by providing a safer, less congested primary access. It will also serve to divert truck traffic away from the South District. This segment also involves the construction of a new 4-way signalized intersection at the intersection of Winters/Kilzer and Bell/Dudley. The Winters Avenue improvements also include new signals, sidewalks, street lights, landscaping and drainage. Significant pavement repair and the relocation of utility, gutter and drainage facilities will be done along Winters.

North Street Frontage Road Segment: This involves infrastructure improvements such as 1,450 linear feet of pavement repair and the relocation of curb, gutter, sidewalk, drainage and utilities. New landscaping will also be added along North Street.

Forcum Avenue Segment: This involves the extension of Forcum into the South McClellan Office Park. This segment includes improvements such as 2,350 linear feet of pavement repair as well as the relocation of curb, gutter, sidewalk, drainage and utilities and new landscaping along Forcum.

Dudley Boulevard Segment: This segment calls for 9,200 linear feet of pavement widening, curb, gutter, sidewalk, and utility relocation, landscaping and new traffic signals.

2 - Storm drainage improvements infrastructure

2 - Storm drainage improvements infrastructure

Consistent with the McClellan Drainage Master Plan and the EDA Phase 1 improvements, all remaining District drainage improvements will be installed to county standard. The resulting system will be reliable, low-maintenance, and will eliminate nuisance flooding. Proposed improvements include approximately 2,890 feet of storm drain pipe installed to county standards. This drainage plan also involves the construction of a detention basin in southern portion of the new office park.

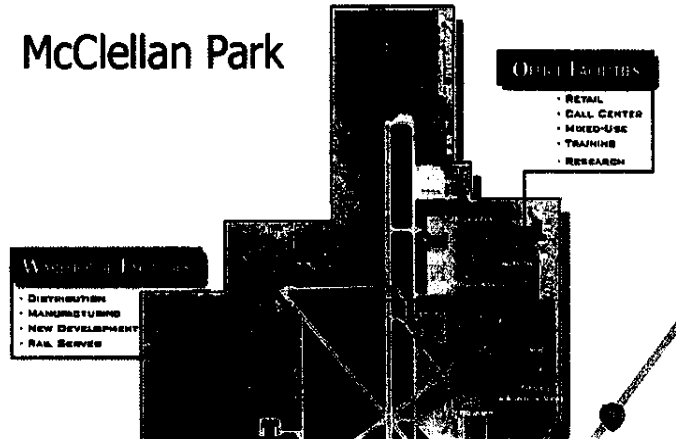
3 - Sanitary sewer infrastructure improvements

The District sewer system will also be upgraded to comply with county standards in conformance with the McClellan Sanitary Sewer Master Plan. Sewer collection system components constructed under the EDA Phase 1 improvements will tie into the improvements proposed under this Project. The sanitary sewer portion of the proposed investment consists of two interrelated improvements: 1) lift station and force main improvement (downstream improvements); and 2) District sewer improvements. These improvements will provide a reliable sanitary sewer system that will support full redevelopment of the South McClellan District by replacing substandard existing facilities with county standard facilities.

4 - New commercial 50,000 sq ft office building - the first phase of a new flex office park

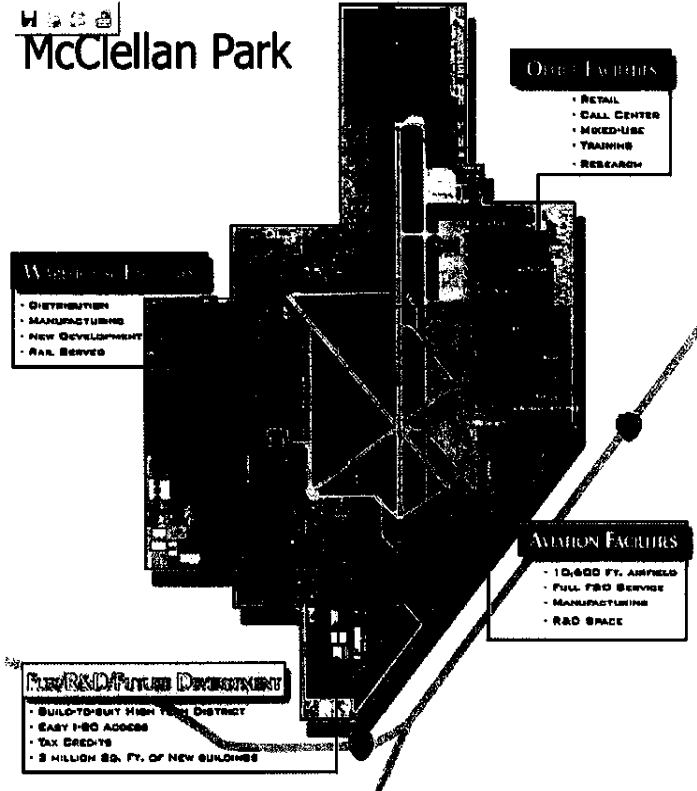
According to the terms to the Federal EDA grant providing \$4 million of the total capital required for this South McClellan District Project, McClellan Park is responsible for constructing a new 50,000 square foot commercial office building. This building will comprise the first phase of a new smaller flex office business park. These above detailed infrastructure improvement projects will support the development of this structure as well as the flex office business park where the new building will be situated. The development of this planned office park is only possible if these infrastructure improvements are completed first.

McClellan Park



According to the terms to the Federal EDA grant providing \$4 million of the total capital required for this South McClellan District Project, McClellan Park is responsible for constructing a new 50,000 square foot commercial office building. This building will comprise the first phase of a new smaller flex office business park. These above detailed infrastructure improvement projects will support the development of this structure as well as the flex office business park where the new building will be situated. The development of this planned office park is only possible if these infrastructure improvements are completed first.

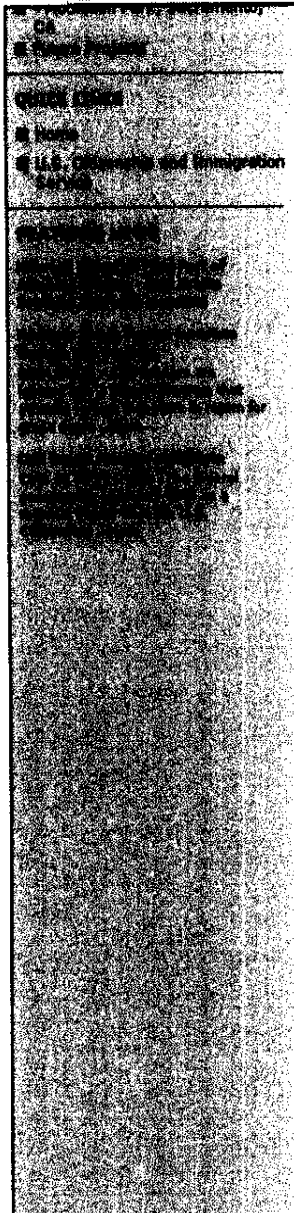
McClellan Park



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OTHER PROJECTS UNDER CONSIDERATION BY CMB



CMB is continually exploring other investment opportunities for our prospective clients with the six former military regions contained within the CMB Regional Center. Investments under review are involve both the public and private sector entities. Some of the projects under consideration include:

• **CONTINUATION OF FUNDING INFRASTRUCTURE WITH THE IVDA**

In March of 2007 the Inland Valley Development Agency (IVDA), the government reuse agency for the authorized CMB to raise \$38 million for various infrastructure upgrade projects. There is over \$20 million in projects still remaining.

• **CITY OF REDLANDS INFRASTRUCTURE**

Redlands is currently seeking City Council approval for authority to borrow approximately \$10 million for a number of downtown infrastructure projects. The primary project involves the construction of new municipal storm drainage system. This new system will open the way for a new \$100 million hotel, shopping, office and amusement park complex in the downtown area.

• **CITY OF APPLE VALLEY INFRASTRUCTURE**


The City of Apple Valley is in the exploratory stages of creating a Community Facilities District (CFD) as part of a long-term financial plan to fund critical infrastructure for the development of a new commercial and industrial park in Apple Valley. The CFD will be financed by the taxes and fees assessed to future tenants at the park. In the meantime, the City would require \$5 - \$7 million to hook up the area to City sewer and water as well as power and gas.

• **CITY OF ADELANTO INFRASTRUCTURE**

The City of Adelanto, to the immediate west the former George Air Force Base, is looking to the bond market, the credit market and CMB for \$4 million in construction financing for new support infrastructure for a major retail complex involving three big box retailers and several smaller retail and food service establishments.

• **SACRAMENTO ARMY DEPOT FISHER PROPERTIES**

The City of Sacramento and Fischer Properties of Seattle, Washington, the joint owner-operators of the former Sacramento Army Depot, in a feasibility study for the development of a new ethanol and renewable fuels plant at the old Arm Depot. Fischer Properties purchased the majority of the developable land and commercial building within the Depot confines from the City seven years ago. CMB is researching the feasibility of providing a portion of the capital for this project.



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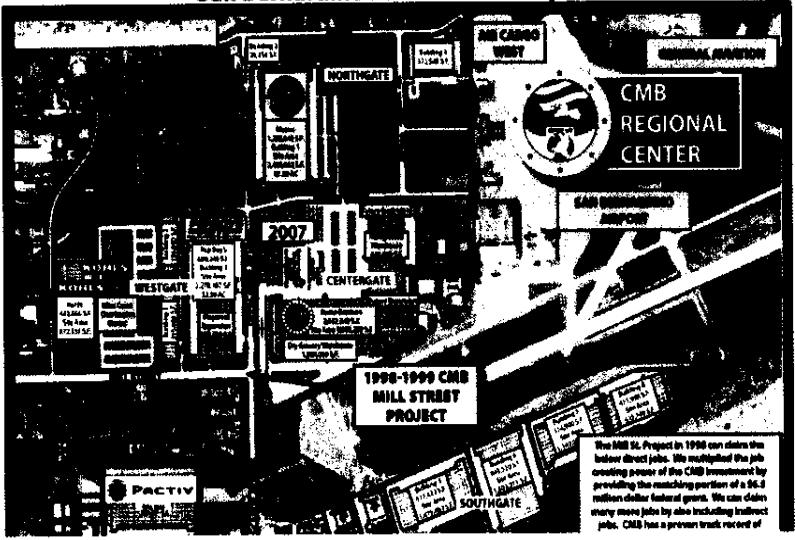
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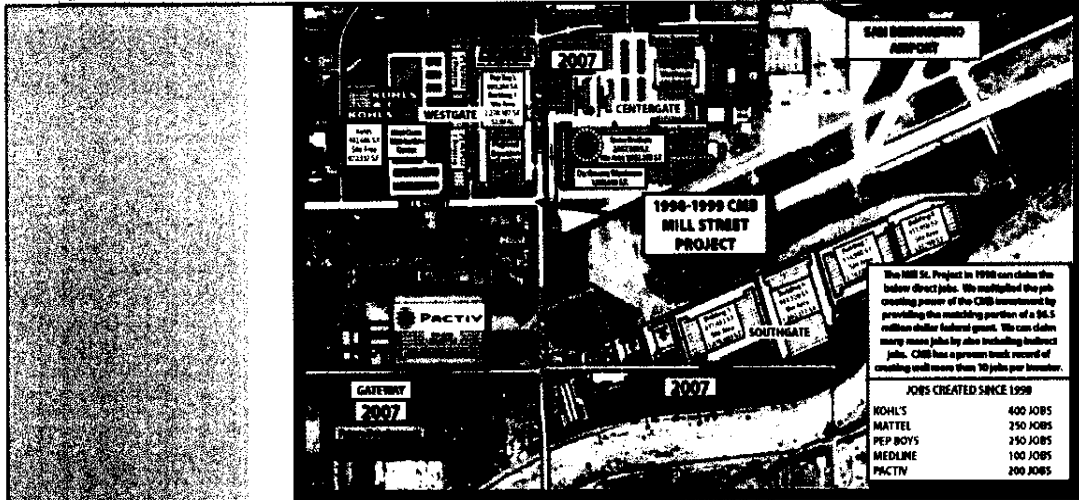
The Mill Street Project & Poly Pacific, Inc.

A HISTORY OF SUCCESS: PROVEN JOB CREATION

The first example was initiated in August of 1998 and consisted of a direct public sector investment to the Inland Valley Development Agency ("IVDA") in the amount of \$650,000.00. The IVDA is the agency charged with the redevelopment of the former Norton AFB, now named the San Bernardino International Airport ("SBIA"). This capital was utilized by the IVDA to fund projects in the area of infrastructure improvement. The IVDA used the funds to widen and improve a main roadway through and around the former military base. The IVDA stated that this infusement capital, referred to as the "Mill Street Project" lead the way to the development of several base land parcels both commercial and industrial. The initial estimates for this development indicated a creation of over 500 jobs, but today the reality appears that well over one thousand new jobs were created by the Mill Street Project.

San Bernardino International Airport





The money invested with the IVDA allowed the agency to fund its portion of a match grant. Simply stated, the \$650,000 capital invested was the "seed" money for millions of dollars of grant funds used to widen a road such that the land parcels could be used by the new businesses relocating to the former base. CMB successfully used its investment to "multiply" the funds available to the IVDA for development. The eventual outcome of this relatively small amount of investment capital was the generation of over a thousand new jobs. The IVDA made every payment on time and even returned the entire invested capital before the six year termination point.

A Economic Modeling Report by a noted Inland Valley economist predicted the project would result in approximately 1200 jobs in 6-7 years. Today (6-7 years later) there are over 1200 direct jobs alone. The induced and indirect job total would be significantly more (see the map and enclosed letter). CMB investments have continued to evolve providing an operating history of the CMB regional center. RIMS II The IVDA has documented job creation that resulted from this investment which they have entitled the "Mill Street Project". It is estimated that this project has generated over 1600 jobs to date and continues to be a factor in the ongoing economic development of the region. (see map)

The second example consisted of a CMB private sector investment of \$2 million in a company called Poly-Pacific International, Inc. ("Poly-Pacific"). Poly-Pacific, a Canadian company, is involved in the manufacturing of plastic blasting media. CMB negotiated with this company to move its manufacturing facility from Canada to California. As a result of CMB's efforts, Poly-Pacific moved into the state of California creating new American manufacturing jobs.



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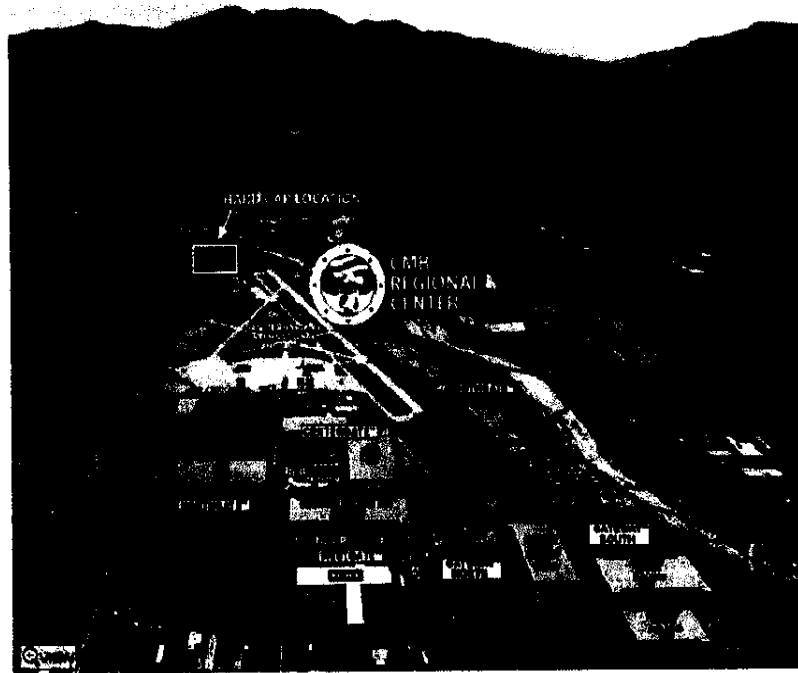
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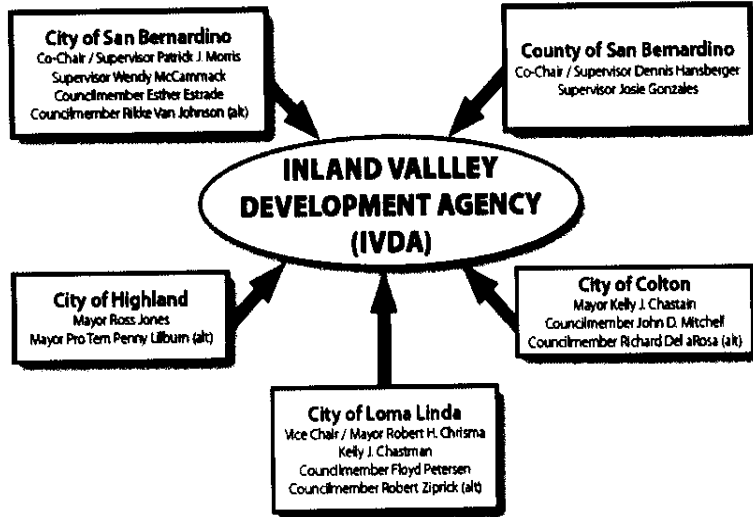
CMB Investment Group A - Phase I of the I.V.D.A. Project

The Inland Valley Development Agency (IVDA) is a joint powers authority comprised of the County of San Bernadino and the Cities of San Bernadino, Colton, Loma Linda and Highland, California (see the chart below). Formed in 1990, the IVDA is responsible for the redevelopment of the former Norton Air Force Base. The Group A Partnership made a \$5 million loan to the IVDA. The IVDA is chartered to receive tax increment financing, grants, and receive funds from the sale of the former military base property. The IVDA also has a AAA bond rating from the international rating service, Standard & Poors.



Planning and redevelopment priorities of the San Bernardino International Airport and the surrounding redevelopment area. These important funding needs primarily consist of additions and upgrades to aviation and non-aviation facilities and infrastructure consistent with the master reuse plan of the former Norton Air Force Base. The CMB infrastructure redevelopment project will facilitate the integration of the new 2,500 employee multi-purpose Stater Bros. facility into the former base property. CMB's \$38 million commitment toward the base redevelopment plan is spread out over phases. To date, CMB has raised the first \$12 million in immigrant investment capital available to the IVDA pursuant to the first two phases.

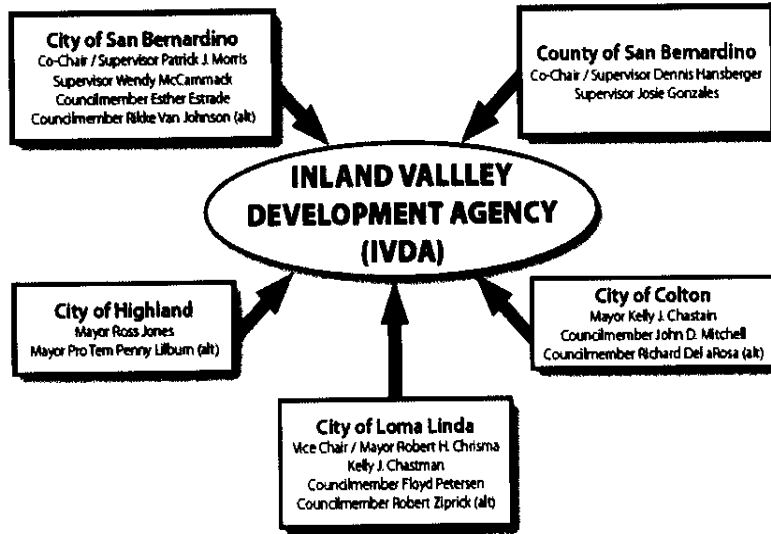
Municipalities Participating as Member Entities and Board Members




Phase I, \$5 million project has been completely funded by CMB Investment Group A by ten CMB EB-5 investors. Phase I involved utilizing the site of the former military base landfill as a cargo container and semi-trailer staging facility. (See the map on this page). The plan called for the construction of a 28 acre hard cap area by cover over the old landfill with asphalt and concrete to allow for a staging area for the multitude of trucks servicing the warehouse developments on the airport property. Related to the hard cap facility, is an additional \$1 million in CMB funds to improve the ingress and egress to the hard cap. These road improvements now afford access to this facility to a number of users including the new Stater Bros. office and distribution complex. This hard cap development and related road project is critical to the future development and expansion of the airport facility and adjacent commercial/logistics business campus that has

spread out over phases. To date, CMB has raised the first \$12 million in immigrant investment capital available to the IVDA pursuant to the first two phases.

Municipalities Participating as Member Entities, and Board Members



Phase 1, \$5 million project has been completely funded by CMB Investment Group A by ten CMB EB-5 investors. Phase 1 involved utilizing the site of the former military base landfill as a cargo container and semi-trailer staging facility. (See the map on this page). The plan called for the construction of a 28 acre hard cap area by cover over the old landfill with asphalt and concrete to allow for a staging area for the multitude of trucks servicing the warehouse developments on the airport property. Related to the hard cap facility, is an additional \$1 million in CMB funds to improve the ingress and egress to the hard cap. These road improvements now afford access to this facility to a number of users including the new Stater Bros. office and distribution complex. This hard cap development and related road project is critical to the future development and expansion of the airport facility and adjacent commercial/logistics business campus that has grown up around the airport. In fact it was critical in the IVDA negotiations with Stater Bros. to locate their massive distribution, logistics and executive office center to the former base. The anticipated Stater Bros. distribution facility locating on the former base will create over 2500 jobs alone. CMB proved that many more jobs both direct and indirect were created as a result of the above investment. The fact that Stater Bros. and the surrounding warehouse operations that will depend upon this new facility is ample proof of well more than 100 jobs required of the ten investors.



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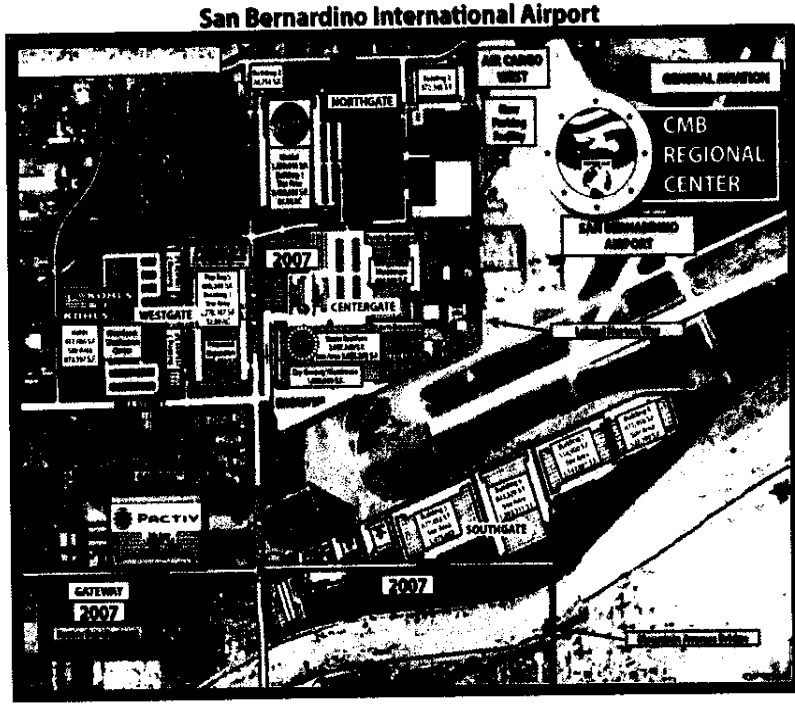
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CMB Investment Group B - Phase II of the I.V.D.A. Project

The CMB Investment Group B Partnership made a commitment with the IVDA, a Joint Powers Authority of the County of San Bernardino County, California, USA for an additional \$7 million in funding of the original \$38 million CMB commitment to the IVDA as part of the IVDA master reuse plan. Phase II involves the construction of three separate infrastructure needs for the area controlled by the IVDA.



The CMB Group B Partnership consists of fourteen investors for a total investment of \$7 million. One important

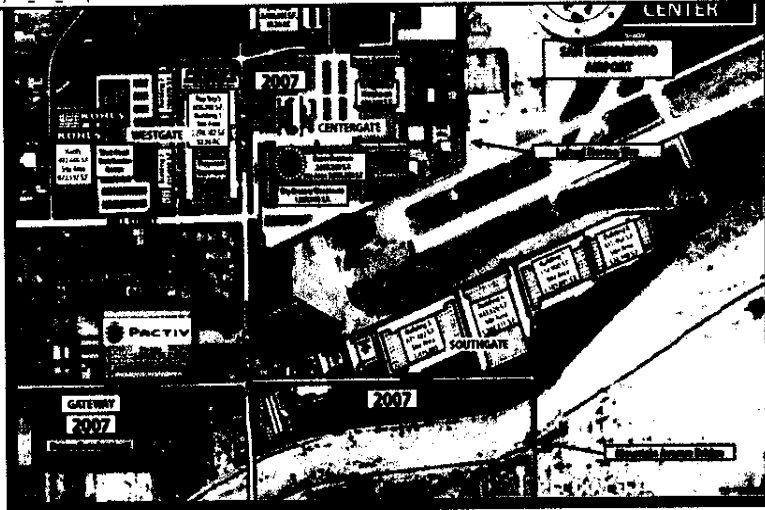
The CMB Group B Partnership consists of fourteen investors for a total investment of \$7 million. One important point about this project is that \$7 million in CMB investor capital was packaged or combined with \$32 million in additional Federal and public funding. Thus CMB investors have leveraged more capital than their own invested capital yielding greater economic impact in creating jobs caused by this project. The focus of this Phase II investment will consist of three distinct parts:

Part 1 is the South Mountain View Ave. Bridge Construction. It involves constructing a new bridge over the Santa Ana River as part of the overall Mountain View Road extension and widening providing additional access to a major area Interstate Highway. The plan calls for widening the road to provide four lane access to the base to accommodate additional semi-trailer traffic. The total cost of this four-lane bridge is \$16 million.

Part 2 is the airport parking facility that expands parking capacity from 250 to 2400 spaces. The plans call for a 1 to 3 story parking structure for future terminal use as well as Stater Bros. visitor and employee parking. The cost for this facility is \$15 million that will be funded in part by a \$4 million Federal EDA grant.

Lastly, Part 3 of Phase II includes the widening, re-stripping, and signal modification for Leland Norton Way which is a frontage road that provides additional access to the Airport Terminal Area, hangars, airport tenants and the San Bernardino International Airport administrative offices. This road will provide additional ingress and egress for major tenants such as Stater Bros., and General Aviation operations. The total cost of this part off the Phase II project is \$8 million.

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What is an EB-5 based visa?

An EB-5 visa is a permanent U.S. visa based upon investment and creating American employment, thus the name Employment Based 5th Preference Visa. If a foreign national invests \$1 million (or in some cases \$500,000) in a business that creates ten American jobs they would be eligible to obtain a green card (permanent visa) for themselves and their entire family.

Types of EB-5 Investments:

EB-5 Investments are broken into two categories: a direct investment into a business, or an investment into a federally approved Regional Center. The direct investment is just that - an investment within a company. A Regional Center is a designation granted to a company that has completed an application process with the USCIS. This rigorous application process explains the entire business plan of the Regional Center. Once approved, the Regional Center has much greater power in creating jobs through pooling investor funds. Furthermore, Regional Centers are allowed to utilize both direct and indirect job creation to support the investor's requirement of a minimum of ten American jobs created. Simply stated, a Regional Center is a more powerful tool for an EB-5 applicant to prove job creation.

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Investment Requirements

Investment Criteria

• Amount:

1) Standard: EB-5 applicant must invest a minimum of \$ 1 million.

2) Targeted Employment area: : EB-5 applicant must invest a minimum of \$500,000 (The CMB Regional Center Investment Plan is designed for this lower investment threshold and is the minimum allowed by U.S law to qualify for the EB-5 Visa/Green Card) in a high unemployment area which is defined as 150% of the national unemployment statistic.

• Job creation:

Each foreign national EB-5 Investor must create at least 10 full time U.S.-based jobs direct or indirect. (If indirect job creation the applicant must use any accepted reasonable methodology to substantiate the creation of the requisite 10 jobs.)

• Source of funds:

the investor must demonstrate that the capital is in fact his or hers and not the fruit of an illegal enterprise of some sort.

• At-risk investment:

The EB-5 applicant's capital investment must be truly at risk and not simply a loan. Guarantees of return of any capital are strictly prohibited, and if given negate the 'at risk' requirement of the EB-5 law.e. New Commercial Enterprise: (i) must be an enterprise formed after November 29, 1990; and (ii) a for-profit enterprise formed for the ongoing conduct of any lawful business. May involve expanding an existing business.

• Participation In Management:

The applicant must have some involvement in the management of the new commercial enterprise, such as serving as limited partner in an enterprise.

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Investor Qualifications

• **Accredited investor status:**

(a) is an "accredited" investor, as that term is defined by Regulation D of the Securities Act, which means any investor meeting at least one of the following conditions:

- 1) any natural person whose individual net worth (or joint net worth with that person's spouse, if applicable) at the time of purchase exceeds \$1,000,000; or
- 2) any natural person who had an individual income in excess of \$200,000 or joint income with that person's spouse in excess of \$300,000 in each of the two most recent years and who reasonably expects an income in excess of \$300,000 in the current year; or
- 3) any other "accredited investor" as that term is defined in Regulation D as adopted by the Securities and Exchange Commission; or

(b) has such knowledge and experience in financial and business matters that he or she is capable of evaluating the merits and risks of an investment in the Units, and of making an informed investment decision, and does not require the use of a Purchaser Representative.

• **Other Requirements**

Once the investor is qualified as a candidate the client must be presented with the Subscription Agreement, Partnership Agreement and Private Placement Memo.

The potential investor must secure their own legal/financial counsel to review and explain the provisions of each document. Each investor will sign a statement that they in fact have received all of these documents.

If the investor chooses to invest they must sign all documents and deposit \$530,000 in an escrow account with the partnership named as the benefactor.

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If the investor chooses to invest they must sign all documents and deposit \$530,000 in an escrow account with the partnership named as the benefactor.

The investor must also secure his/her own immigration attorney. We recommend Mr. Lincoln Stone. However, the investor may secure the attorney of their choice.

The investor must gather and provide a multitude of documents to their immigration attorney for preparation of the application (the I-526 petition). Some of the documents required will be tax returns, proof of income, health statements, proof of citizenship, bank statements, and other documents needed by their immigration attorney to build the I-526 petition. CMB will provide to the immigration attorney all documents about the business investment necessary to support the I-526 Petition.

This gathering of documents and time to prepare the I-526 Petition is totally dependent upon the cooperation of the investor and his/her attorney. Typically this can take 6-8 weeks.

The immigration attorney submits the I-526 Petition to the United States Citizenship and Immigration Service (USCIS). Barring any inquiries or requests for further documents the petition is typically approved in 6 to 8 weeks. After the I-526 petition approval, the petition is forwarded to the USCIS. A packet is generated and is forwarded to immigration legal counsel. The packet consists of certain documents which must be signed and requests certain information which must be supplied. The packet sets forth the steps that must be taken before an immigrant visa interview can be scheduled at a U.S. Consulate.

Lastly CMB, its agents and Investors must fully comply with Regulation S of the Securities and Exchange Act.

U.S. Citizenship and Immigration Services

Passport Renewal
Application Instructions
Application Fee
Application Location
Application Process
Application Status
Application Tracking
Application Renewal

[Redacted]



[Redacted]



[Redacted]



[Redacted]



[Redacted]



[Redacted]



[Redacted]



[Redacted]



[Redacted]



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FAQ Immigration Issues

1. Must I have previous business experience or education?

The investor is not required to have any prior business experience. Likewise, the investor is not required to demonstrate any minimum level of education. The only requirement for the investor is that he or she has the required net worth and capital.

2. Must I speak English?

No

3. Must I be in good health?

Yes. You must submit to and pass a health screening as part of the Consular review process before a conditional EB-5 Visa is granted.

4. What is meant by the requirement that the investor's assets be "lawfully gained"?

Under USCIS regulations, the investor must demonstrate that his assets were gained in a lawful manner. This requires the investor to prove his investment funds were obtained through lawful business, salary, investments, property sales, inheritance, gift, loan, or other lawful means.

5. Can money gifted by a parent or other relative be used for an EB-5 Investment?

Yes, provided that any applicable gift taxes are paid. It must be demonstrated that the gift is an actual arms length transaction and is not a mere ruse or that the gifted funds will be given back after permanent resident status is granted.

6. What is the difference between "conditional" and "unconditional" green cards?

Under the regulations, an investor who is approved for the EB-5 immigrant visa receives a "conditional" green card, which must be reissued after two years, subject to removal of conditions. Otherwise, the two cards offer the same rights and privileges. A conditional Green Card is a temporary Green Card valid for two years. One year and nine months after it is issued, a three-month window opens up during which an individual must file another application with the USCIS to verify that all of the funds have been invested and the required employment has been created. When the conditional resident status has been lifted, full resident status is granted and a permanent Green Card is issued.

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7. If my I-526 petition is approved by USCIS, what is the purpose of the Consulate application and interview, and how soon do I get my "Green card"?

Upon approval of I-526 Petition, you must wait for notification from the US Consulate in your home country to prepare documents for the Visa interview. The purpose of this procedure is to ensure that the investor and his or her family undergo medical, police, security and immigration history checks before the conditional permanent resident visas are issued. At the interview, the consulate officer may address these issues and information printed on the I-526 application, including asking the investor to summarize the nature of his or her immigrant investment. If the investor and his or her family are in the United States, then you may apply for adjustment of status by filing form I-485, and supporting documents, the application may be filed at the appropriate office of the USCIS.

8. Can I apply if I have been rejected or terminated in the past by USCIS for an L-1, E-2, B, or other visa?

Rejection in the past does not disqualify the applicant, unless the reasons related to immigration fraud or other major problems. It is most important that all criminal, medical, or U.S. immigration history problems be disclosed to the limited partnership and legal counsel in advance of application.

9. After petition approval, can members of the family interview in different countries?

Family members can interview in different countries. The country of origin or where the family has current ties is the standard interview site. Often one member of the family is located in another country, such as a student attending school in the U.S. The student does not have to return to the country of origin and can adjust status in the United States at the district office of the USCIS. After petition approval, can members of the family interview in different countries (i.e. children attending school in the United States and the parents in Taiwan, etc.)?

10. Who receives the permanent residency ("green card")?

Husband, wife and any unmarried children under the age of 21. It is possible for adopted children to be included in the family. Upon approval you will receive a form evidencing approval and a travel document. You should also receive a temporary green card in the mail.

11. What issue caused the most problem when applying for an EB-5 visa?

The most common problem area has been insufficient documentation of the source of funds. Many people try to disclose the least possible information only to have the file returned with a request for further information. It is better to provide too much information rather than too little information. In this era of terror alerts, and suspicions about money laundering, USCIS case examiners require a well-documented source of funds.

12. What is the difference between permanent residency and citizenship?

Once you obtain a green card, and become a legal permanent resident, you have most of the rights and obligations of U.S. citizens, except that you cannot vote and are not entitled to

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Once you obtain a green card, and become a legal permanent resident, you have most of the rights and obligations of U.S. citizens, except that you cannot vote and are not entitled to some public benefits. You are subject to the same tax filing requirements and entitled to the same tax rates and deductions as U.S. citizens. Your "green card" is your most important travel and identification document. When your green card arrives, please look at it carefully. You may need to extend it in 10 years. If you need to replace it before then because it is lost, stolen or dilapidated, you may file a form with the USCIS. One of the most important rights legal permanent residents possess is the right to obtain U.S. citizenship after five years. There are two ways to become a U.S. citizen. One is by being born in the U.S. or being born to a U.S. citizen. The other way is by naturalization. The first step in becoming a U.S. citizen through naturalization is to become a Legal Permanent Resident (LPR). Being an LPR for 5 years is one of the basic requirements for qualifying for naturalization. A second requirement is being physically present in the U.S. for 30 months during the 5 years prior to the naturalization application. Once becoming a U.S. citizen, an individual is entitled to benefits including the right to vote and hold public office.

13. Can my Green card be taken away from me?

Once you receive a green card, there are only two conditions required to keep it for life. First, you must not become removable or inadmissible. The most common way of doing this is to be convicted of a serious crime. The second requirement is that you not abandon the United States as your permanent residence. As long as you are not planning to make your home somewhere else, then legally you are still a resident of the United States. As a general rule, if you have a green card and leave the United States for more than one year, you may have a difficult time reentering the country. That is because the USCIS feels an absence of longer than one year indicates a possible abandonment of U.S. residence. To avoid a full-scale inspection, you should return within six months. It is a common misconception that to keep your green card all you need to do is enter the United States at least once a year. The fact is that if you ever leave with the intention of making some other country your permanent home, you give up your U.S. residency when you go. The USCIS will look to your behavior for signals that your real place of residence is not the United States. On the other hand, remaining outside the United States for more than one year does not mean you have automatically given up your green card. If your absence was intended from the start to be only temporary, you may still keep your permanent resident status. However, you may no longer use your green card as a U.S. entry document. You must either apply at a U.S. consulate for a special immigrant visa as a returning resident or you must get what is known as a reentry permit.

14. I have a Green Card and plan on traveling out of the US for a long time. Can I keep my Green Card?

Maybe. The primary rule surrounding Green Cards is that you lose it if you give up your US residence. The more common criterion, though, is time based. There are three important time limits to know about:

- If you are absent for less than six months, you will rarely have a problem. It is to USCIS to prove that you abandoned your residency. Absent that, you are considered to never really have left.

- If you are absent for more than six months but less than a year, the burden of proof

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- If you are absent for less than six months, you will rarely have a problem. It is to USCIS to prove that you abandoned your residency. Absent that, you are considered to never really have left.

- If you are absent for more than six months but less than a year, the burden of proof reverses. It becomes your job to prove that you are still a permanent resident. This is based on the concept that after six months, you have to be readmitted and have to prove that you are still admissible. As a side note, after an absence of more than six months, the various criteria for admissibility apply again, too. For instance, if you in the meantime had become inadmissible, say through an HIV infection, you might have a problem.

- If you are absent for more than a year, your Green Card will be considered almost automatically abandoned. Once that happened, there is usually no recourse. However, if by chance the immigration officer didn't ask you how long you have been out of the USA when you return, then you may be in luck and able to keep your Green Card after all. You should in this case not leave the USA for a very long time, and make it your bona fide residence again.

15. I need to travel out of the US for more than a year. Is there nothing I can do?

You can apply for a reentry permit (on form I-131) before you leave the US. You can depart before the reentry permit is approved. With such a reentry permit, you can return to the US even after one year until the reentry permit's expiration date. Reentry permits are issued for two years. You cannot renew a reentry permit, but you can return to the US for a short time and apply for a new one. The second such reentry permit will be granted for two years ago, but subsequent ones may only be approved for one year at a time. 16. How long is a Green Card valid for? There are several answers to this question. If you received your Green Card through marriage, and have not been married for two years when you got your Green Card, you should have a conditional Green Card that is good for two years. Also, if you received your Green Card through investment (EB-5), you should have a conditional Green Card for two years. You must apply for removal of the condition within 90 days before the two years are up. Once that is approved, you have a regular unconditional Green Card. If you apply either too early or too late, you have a problem and should consult with an attorney for advice. If you do not have the condition removed, the Green Card will become invalid at the end of two years, and your permanent resident status will be terminated. Unconditional Green Cards are good for ten years. This does not mean that after ten years, you stop being a legal permanent resident - only the card itself becomes invalid. You must apply for a new one using form I-90. Without a current Green Card, you cannot use the Green Card to travel out of the USA, and you also cannot use the Green Card as evidence that you are permitted to work.

17. How long must I remain in the United States each year?

The first requirement of any investor after they receive the visa at the United States overseas consulate office is to enter into the United States within 180 days of visa issuance

17. How long must I remain in the United States each year?

The first requirement of any investor after they receive the visa at the United States overseas consulate office is to enter into the United States within 180 days of visa issuance from the consulate. The investor must then establish residency in the United States. Evidence of intent to reside includes opening bank accounts, obtaining a driver's license or social security number, paying state and federal income taxes, renting or buying a home. The United States resident may work overseas if required based upon the nature of the business or profession. For those permanent residents living outside the United States, we suggest the investor and family re-enter the United States no less than once every six months. The longer the investor and family are present in the United States, the less likely the government is to claim that the investor "abandoned" the United States as a permanent residence - thereby endangering his green card status. In some cases, investors may seek the issuance of a "reentry permit" which allows the investor permission to remain outside the United States for as long as two years without having to reenter the country to maintain permanent resident status.

18. Who may receive the permanent residency ("green card")?

An individual or a family (husband, wife and any unmarried children under the age of 21) may receive permanent residency. It is also possible for adopted children to be included in the family.

19. How long does it take for me and my family to receive the "green card"?

The average processing time for clients of the EB-5 Program can take up to a year or possibly longer. The initial application and petition are usually approved in 2 - 5 months, with the balance of the time being required for completing other Immigration and Naturalization service (USCIS) and Department of State forms and for scheduling the interview.

20. How long does USCIS take to process my visa petition?

Processing times vary from as little as a few weeks to as much as six months. We can't predict or promise a particular processing time. You should plan for the entire process to take approximately one year.

21. What are the obligations of the investor to participate in the investment?

The investor must be "active" in the management of the investment by engaging in the management of the new commercial enterprise, either through day-to-day managerial control or through policy formation. However, the law does specifically allow that an investor will qualify as a "limited partner" as defined in the Revised Uniform Limited Partnership Act. The project meets all the regulation requirements by enrolling the investor in the investment as a limited partner. This role allows the investor to continue to engage in his own business without needing to participate in the investment operations. Additionally, this allows the investor to live where he pleases, and gives him the option to enter and exit the United States without any obligation to manage the investment. Most importantly, the limited partner, like the corporate shareholder, is only liable to the enterprise to the extent of the agreed-upon investment. CMB uses this business structure to protect the investor.



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FAQ Visa Issues

EB-5 Visa Program Related Issues

1. How many immigrant visas are allotted for this classification?

The EB-5 program allocates 10,000 visas per year for aliens and family members whose qualifying investments result in the creation or preservation of at least ten (10) full-time jobs for U.S. workers. 3,000 of these immigrant visas are set-aside for aliens who invest in designated regional centers, areas of high unemployment or other qualifying rural areas.

2. What is the history of the EB-5 visa category?

The EB-5 visa category started in 1991. Regional Centers started in 1993. CMB Export LLC's application to become Regional Center which duly approved by the Immigration and Naturalization Service in 1996. During the mid 1990-'s several companies competed for investment capital from foreign investors for the EB-5 program. Most of the companies didn't offer sound investments, and investment opportunities, didn't raise the full \$500,000 investment capital or hire the required number of employees. USCIS wanted to stop these abuses of the program, this involved law suits and the EB-5 program was effectively placed on hold between 1999 and 2002. In 2002, Congress passed a new law to protect the pre-1999 investors. Also, in 2002, in a case commonly known as "Chang" the 9th Circuit Court of Appeals ruled that USCIS may not apply their new rules retroactively. In August of 2003, USCIS began approving regional center petitions for the first time since 1998.

In January 2005, to improve and expedite EB-5 regional center related applications USCIS established an Investor and Regional Center Unit, IRCU, the unit being the sole adjudicative jurisdiction for Regional Center applications pursuant to the Immigrant Investor Pilot Program for purposes of approval, denial and Requests for Evidence (RFE's). It is now common knowledge that EB-5

immigration petitions based on sound investments in designated regional centers with the full \$500,000 in an at-risk investment as prescribed by the rules, with proper supporting documentation, should be approved.

3. What makes the EB-5 Visa program different from the L-1 (manager transfer) or E-2 (Treaty / Investor)?

Participation in the Immigrant Investor programs gives you permanent resident status (green card). Permanent residency requires no renewal or re-application. The E-1 Treaty Investor or E-2 Treaty Trader programs allow for nonimmigrant status only. When the qualifying business/investment ends, so does the non-immigrant status that has been granted to the alien. The Alien will have to leave the United States unless another visa category is granted. Also

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4. Is EB-5 a truly passive investment?

The EB-5 regulations require involvement in management or policy making. The regulations deem a limited partner in a limited partnership, which is properly structured and that conforms to the Uniform Limited Partnership Act as sufficiently engaged in the EB-5 enterprise.

5. Where can I find a copy of the relevant EB-5 law and regulations to review?

Please go to the Bureau of Citizenship and Immigrations Services web site. A link to immigrant investment visa information is available at: [this address](#) (click)

6. I want to invest in the USA and get a green card, is the EB5 visa suitable for me?

EB5 investor Visa is suitable for people from all walks of life: professionals, business people, persons wanting to facilitate their children's education and attend US colleges and Universities, persons just seeking a new or better life in the United States, and persons wanting to retire in the United States. The EB-5 visa permits employment in the US for the Investor and their family. Quite simply, the EB-5 visa gives you the opportunity and flexibility to do what you want in the USA. If you don't want to actively manage your business, you should consider a regional center EB-5 investment.

7. What if I want to manage my own business?

If you want to manage your own business, consider an L-1 Visa (Non-Immigrant Intra-company Transferee), E-2 Visa (Non-Immigrant Treaty Investor), or EB-5 Alien Entrepreneur Investment by investing \$1,000,000 into your own business which you control, and creating the necessary 10 new jobs within a new enterprise. If your goal is to have a Green Card and not to actively manage a business, it is more often cheaper and/or convenient and possibly with much less risk to utilize a structured investment program in the Regional Center EB-5 category rather than to start and maintain your own business.

8. Where can I find a copy of the relevant law and regulations to study?

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Please go to the Bureau of Citizenship and Immigrations Services web site. A direct link to investment visa information is: <http://uscis.gov/graphics/services/residency/investment.htm>

9. Will my children be able to remain in school in the United States if I leave the United States?

Yes.

10. Are any countries excluded from eligibility for the EB-5 Visa program?

Residents of only a few countries are excluded (e.g., Iran and Iraq). In most cases, however, if the applicant is able to leave the excluded country and has the necessary capital to qualify under the program, legal counsel will be able to help the applicant qualify for visa approval.

11. What is the EB-5 Investment Visa Program?

The Investment Visa Program takes advantage of the new immigrant visa category for alien entrepreneurs known as the EB-5 Immigrant Investor Visa, created by the Immigration Act of 1990. In general terms, the EB-5 program requires an alien to "invest or be actively in the process of investing," either US\$1,000,000 or US\$500,000, which is "at risk" in a "new or existing business enterprise" that directly or indirectly results in the creation or preservation of ten full time (at least 35 hours per week) jobs for a two year period.

12. What can disqualify us from participating?

There are very few disqualifying or exclusionary events under the law. A criminal record involving crimes of moral turpitude is disqualifying, unless it can be proven that the crime was political in nature or occurred over 20 years prior to the application. A few major medical problems might also exclude an applicant, but for the most part this can be avoided if it can be proven that the applicant will be supported by others and therefore avoid being a recipient of government medical assistance. Applicants should seek advice of their legal counsel to determine what waivers may be available for eligibility.

13. Can I apply if I am currently out-of-status (i.e., I live in the United States, but do not have a current visa)?

Out-of-status nationals are no longer permitted to apply for permanent residency from within the United States. "Out-of-status" means the individual stay in the U.S. longer than their authorized period of stay. Visa should be valid at the time of entry to the U.S. but the Form I-94 should be extended if the individuals need to stay more than the I-94 period. However, if they have filed any petitions or applications that lead to green cards, such as immigration petitions (through employment or family) or labor certifications during 245(i) benefit period by January 17, 1998 or April 30, 2001, they may file their applications to adjust status in the United States with the penalty of 1,000, which applies to applicants over 17 years old.

If the out-of status nationals do not have 245(i) cases, they must return to their country of origin and apply through the United States Embassy there. However, depending on the out-of-status period, they may be banned to obtain U.S. visa and entry to the U.S. for certain periods

If the out-of status nationals do not have 245(i) cases, they must return to their country of origin and apply through the United States Embassy there. However, depending on the out-of-status period, they may be banned to obtain U.S. visa and entry to the U.S. for certain periods of time from the departure date.

14. What is a Designated Regional Center?

A "Regional Center:"

- Is an entity, organization or agency that has been approved as such by the USCIS; The pilot program with the coinciding federally designated regional centers was approved by Congress under Section 610(c) of the Appropriations Act of 1993. • Focuses on a specific geographic area within the United States;

- Seeks to promote economic growth through increased export sales, improved regional productivity, creation of new jobs, and increased domestic capital investment.

- Facilitates the pooling of capital of multiple EB-5 investors

- Investors can take credit for jobs created directly as well as indirectly from their investment in the Regional Center. Indirect job creation may be demonstrated using any reasonable approved methodology.

- Congress gave the USCIS discretion to give priority to EB-5 applications filed in conjunction with a Regional Center. CMB offers many types of investments but they must that meet the requirements for the Regional Center Pilot Program. Business enterprises must be located in geographic areas of the CMB Regional Centers. EB-5 applicants' Investment have limited management requirements and may meet the job creation requirements of the law using "indirect employment" based upon approved methodologies.

15. How does an investor apply for the EB-5 visa?

An investor must apply to the USCIS for EB-5 visa qualification through the submission of a number of required elements including: immigration forms, personal financial information, business plans, legal brief on qualifications under the proposed application, a copy of the Regional Center approval letter, and other supporting evidence. Also, funds must be placed in escrow prior to submitting an application.

16. What information and documentation are required?

Professional Background: You must prepare complete biographical information for each applicant and the principal applicant must prove the source of the investment funds. A résumé with copies of college diplomas and other educational certificates, if applicable, should be included. Business licenses, brochures about the business and other information about the applicant's business are also beneficial. Any memberships in professional organizations should be documented. Unless the investor inherited the funds, the investor should be presented as a successful professional or businessperson with a business, financial or family history that explains the accumulation of financial net worth that is presented in the financial information. Provide as much documentation as possible that pertains to the career and achievements of the Investor. **Source of Funds:** Funds for the investment must come from a lawful source. Lawful sources of funds include: profits from the sales of a property, stocks or bonds, profits from business, business transactions, gifts, and inheritances. To prove the source of investment funds, USCIS requires five years of tax returns, five years of bank records, proof of ownership in any business

within the United States,

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Important: All documents included in the application must be translated into English. The investor must sign the English version of all agreements, government forms, and applications.



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[U.S. Department of State Missions & Consulates](#)

[U.S. Department of State, Bureau of Consular Affairs](#)

Other useful Links

[American Immigration Lawyers Association \(AILA\)](#)

[Martindale-Hubbell - legal directory](#)

[Miscellaneous Immigration Resources](#)

CMB Alliance Links

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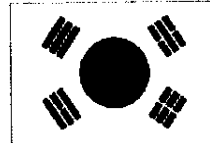
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General Instructions

Purpose of Form

Use Form W-7 to apply for an IRS individual taxpayer identification number (ITIN). An ITIN is a nine-digit number issued by the U.S. Internal Revenue Service (IRS) to individuals who are required for U.S. tax purposes to have a U.S. taxpayer identification number but who do not have, and are not eligible to obtain, a social security number (SSN).

The ITIN is for federal tax purposes only. It does not entitle you to social security benefits and does not change your immigration status or your right to work in the United States. Also, individuals filing tax returns using an ITIN are not eligible for the earned income credit (EIC).

SSNs. Do not complete Form W-7 if you have an SSN or you are eligible to obtain an SSN. You are eligible for an SSN if you are a U.S. citizen or if you have been admitted by the United States for permanent residence or U.S. employment.

To obtain an SSN, see Form SS-5, Application for a Social Security Card. To get Form SS-5 or to find out if you are eligible to obtain an SSN, go to www.socialsecurity.gov/locator or contact a Social Security Administration (SSA) office.

If you have an application for an SSN pending, do not file Form W-7. Complete Form W-7 only if the SSA notifies you that an SSN cannot be issued.

If the SSA will not issue you an SSN, a letter of denial must be obtained and attached to your Form W-7. This applies whether you are attaching your federal tax return or requesting an ITIN under one of the exceptions. However, see *Exception 2* in the *Exceptions Tables* that begin on page 6 for additional information for recipients of honoraria payments, students, researchers, and professors.

Who Must Apply

Any individual who is not eligible to obtain an SSN but who must furnish a taxpayer identification number must apply for an ITIN on Form W-7. Examples include the following.

- A nonresident alien individual eligible to obtain the benefit of reduced withholding under an income tax treaty. See Pub. 515, *Withholding of Tax on Nonresident Aliens and Foreign Entities*.
- A nonresident alien individual not eligible for an SSN who is required to file a U.S. tax return or who is filing a U.S. tax return only to claim a refund.
- A nonresident alien individual not eligible for an SSN who elects to file a joint U.S. tax return with a spouse who is a U.S. citizen or resident alien.
- A U.S. resident alien (based on the substantial presence test) who files a U.S. tax return but who is not eligible for an SSN. For information about the substantial presence test, see Pub. 519, *U.S. Tax Guide for Aliens*.
- An alien spouse claimed as an exemption on a U.S. tax return who is not eligible to obtain an SSN.
- An alien individual eligible to be claimed as a dependent on a U.S. tax return but who is not eligible to obtain an SSN. To determine if an alien individual is eligible to be claimed as a dependent on a U.S. tax return, see Pub. 501, *Exemptions, Standard Deduction, and Filing Information*, and Pub. 519.
- A nonresident alien student, professor, or researcher who is required to file a U.S. tax return but who is not eligible for an SSN, or who is claiming an exception to the tax return filing requirement.
- A dependent/spouse of a nonresident alien holding a U.S. visa who is not eligible for an SSN.

ITIN Not Needed for Forms 4868, 1040-ES, or 1040-ES(NR). If you are filing an application for an extension of time to file using Form 4868, or making an estimated tax payment using Form 1040-ES or Form 1040-ES(NR), **do not** file Form W-7 with those forms. Enter "ITIN TO BE REQUESTED" wherever your SSN or ITIN is requested. An ITIN will be issued only after you file a tax return and meet all other requirements.

Additional Information

Publications. In addition to Publications 501, 515, and 519 mentioned earlier, see Publication 1915, *Understanding Your IRS Individual Taxpayer Identification Number (ITIN)*, for more information.

These publications are available free from the IRS. To order the publications, call 1-800-TAX-FORM (1-800-829-3676) if you are in the United States. If you have a foreign address, write to:

National Distribution Center
P.O. Box 8903
Bloomington, IL 61702-8903

You can also get these publications on the IRS website at www.irs.gov.

Telephone help. If, after reading these instructions and our free publications, you are not sure how to complete your application or have additional questions, call 1-800-829-1040 if you are in the United States. If you are outside the United States, call 215-516-2000 (not a toll-free number) or contact our overseas offices in Frankfurt, London, or Paris.

How To Apply

Your application must include all of the following.

1. Your completed Form W-7.

Note. If you submit a Form W-7, all ensuing ITIN notices and correspondence that you receive will be in English. If you prefer to receive them in Spanish, please submit Form W-7(SP).

2. Your original, completed tax return(s) for which the ITIN is needed. Attach Form W-7 to the front of your tax return. If you are applying for more than one ITIN for the same tax return (such as for a spouse or dependent(s)), attach all Forms W-7 to the same tax return. After your Form W-7 has been processed, the IRS will assign an ITIN to the return and process the return.



There are exceptions to the requirement to include a U.S. tax return. If you claim one of these exceptions, you must submit the documentation required in lieu of a tax return. See the Exceptions Tables beginning on page 6.

3. The original documents, or certified or notarized copies of documents, that substantiate the information provided on the Form W-7. The supporting documentation must be consistent with the applicant's information provided on Form W-7. For example, the name, date of birth, and country(ies) of citizenship must be the same as on Form W-7, lines 1a, 4, and 6a.



To avoid any loss of your documents, it is suggested you do not submit the original documentation.

You can submit copies of original documents if you do any of the following.

- Have the copies certified by the issuing agency or official custodian of the original record.
- Have the copies notarized by a U.S. notary public legally authorized within his or her local jurisdiction to certify that the document is a true copy of the original. To do this, the notary must see the valid, unaltered original document and verify that the copy conforms to the original. U.S. notaries public are available at U.S. embassies and certain consulates worldwide.
- Have the copies notarized by a foreign notary. However, foreign notaries are only acceptable as outlined by the Hague Convention. The Hague Convention provides for the simplified certification of public (including notarized) documents to be used in countries that have joined the Convention. A certification will be issued in the form of an "apostille," which will be attached to the copy of the document.

Note. The apostille must stay attached to the copy of the document when it is sent to the IRS.



Original documents you submit will be returned to you at the mailing address shown on your Form W-7. You do not need to provide a return envelope. If your original documents are not returned within 60 days, you can call the IRS (see Telephone help on page 2).

Copies of documents will not be returned. If you will need your documentation for any purpose within 90 days of submitting your ITIN application, you may wish to apply in person at an IRS Taxpayer Assistance Center. See Where To Apply on this page. Your documents will be reviewed by an IRS employee in this office and returned to you immediately.

If you submit an original valid passport (or a notarized or certified copy of a valid passport), you do not need to submit any other documents. Otherwise, you must submit at least two of the documents listed below. The documents must be current, verify your identity (that is, contain your name), and support your claim of foreign status. At least one document must contain your photograph, but a photograph is not required if documents are submitted for a dependent under age 14 (under age 18 if a student). Do not attach expired documents.

Note. Documentation submitted for a dependent should include a civil birth certificate (unless a passport is submitted).

Supporting Documentation	Can be used to establish:	
	Foreign status	Identity
Passport (the only stand-alone document)	X	X
U.S. Citizenship and Immigration Services (USCIS) photo identification	X	X
Visa issued by U.S. Department of State	X	X
U.S. driver's license		X
U.S. military identification card		X
Foreign driver's license		X
Foreign military identification card	X	X
National identification card (must be current, and contain name, photograph, address, date of birth, and expiration date)	X	X
U.S. state identification card		X
Foreign voter's registration card	X	X
Civil birth certificate	X*	X
Medical Records (valid only for dependents under age 14 (under age 18 if a student))	X*	X
School Records (valid only for dependents under age 14 (under age 18 if a student))	X*	X

* Can be used to establish foreign status only if they are foreign documents.

Keep a copy of your application for your records.

When To Apply

Complete and attach Form W-7 when you file the tax return for which the ITIN is needed. However, if you meet one of the exceptions described later under *h. Other.*, complete and submit Form W-7 as soon as possible after you determine you are covered by that exception.

Allow 6 weeks for the IRS to notify you of your ITIN (8-10 weeks if submitted during peak processing periods or if you are filing from overseas). If you have not received your ITIN or correspondence at the end of that time, you can call the IRS to find out the status of your application (see *Telephone help* on page 2).

Where To Apply

By mail. Mail Form W-7, your tax return (or other documents required by an exception), and the documentation described in item (3) under *How To Apply* on page 2 and listed in the chart above to:

Internal Revenue Service
ITIN Operation
P.O. Box 149342
Austin, TX 78714-9342



Do not use the mailing address in the instructions for your tax return.

Private delivery services. If you use a private delivery service to submit your Form W-7, use the following address:

Internal Revenue Service
Submission Processing Center
ITIN Operation
Mail Stop 6090-AUSC
3651 S. Interregional, Hwy 35
Austin, TX 78741-0000

In person. You can apply for an ITIN by bringing your completed forms and documentation to any IRS Taxpayer Assistance Center in the United States or IRS office abroad. Information on our overseas offices can be found in Publication 1915 or by visiting the IRS website at www.irs.gov.

Through acceptance agent. You can also apply through an acceptance agent authorized by the IRS. An acceptance agent can help you complete and file Form W-7. To obtain a list of agents, visit the IRS website at www.irs.gov and enter "acceptance agent" in the search box at the top of the page.

Specific Instructions

If you are completing this form for someone else, answer the questions as they apply to that person.

Reason For Applying

You must check the box to indicate the reason you are completing Form W-7. If more than one box applies to you, check the box that best explains your reason for submitting Form W-7. However, if an exception applies be sure to check box *h*.

a. Nonresident alien required to obtain an ITIN to claim tax treaty benefit. Certain nonresident aliens must obtain an ITIN to claim a tax treaty benefit even if they do not have to file a U.S. income tax return. If you check this box to claim the benefits of a U.S. income tax treaty with a foreign country, also check box *h*. On the dotted line next to box *h*, enter the appropriate designation for Exception 1 or 2, whichever applies (see *Exception 1* and *Exception 2* under *h. Other*, later). Identify the exception by its number, alpha subsection, and category under which you are applying (for example, enter "Exception 1d-Pension Income" or "Exception 2d-Gambling Winnings"). Also, enter the name of the treaty country and treaty article number in the appropriate entry spaces below box *h* and attach the documents required under whichever exception applies. For more details on tax treaties, see Pub. 901, U.S. Tax Treaties.

b. Nonresident alien filing a U.S. tax return. This category includes:

- A nonresident alien who must file a U.S. tax return to report income effectively or not effectively connected with the conduct of a trade or business in the United States, and
- A nonresident alien who is filing a U.S. tax return only to obtain a refund.

c. U.S. resident alien (based on days present in the United States) filing a U.S. tax return. A foreign individual living in the United States who does not have permission to work from the USCIS, and is thus ineligible for an SSN, may still be required to file a U.S. tax return. These individuals must check this box.

d. Dependent of a U.S. citizen/resident alien. This is an individual who can be claimed as a dependent on a U.S. tax return and is not eligible to obtain an SSN.

e. Spouse of a U.S. citizen/resident alien. This category includes:

- A nonresident alien husband or wife who is not filing a U.S. tax return (including a joint return) and who is not eligible to obtain an SSN but who, as a spouse, is claimed as an exemption, and
- A nonresident alien electing to file a U.S. tax return jointly with a spouse who is a U.S. citizen or resident alien.

f. Nonresident alien student, professor, or researcher filing a U.S. tax return or claiming an exception. This is an individual who has not abandoned his or her residence in a foreign country and who is a bona fide student, professor, or researcher coming temporarily to the United States solely to attend classes at a recognized institution of education, to teach, or to perform research. If you check this box, you must complete lines 6c and 6g and provide your passport with a valid U.S. visa. If you are present in the United States on a work-related visa (F-1, J-1, or M-1), but will not be employed (that is, your presence in the United States is study related), you can choose to attach a letter from the Designated School Official or Responsible Officer instead of applying with the SSA for an SSN. The letter must clearly state that you will not be securing employment while in the United States, and your presence here is solely study related. If you check this box to claim the benefits of a U.S. income tax treaty with a foreign country, also check box h. On the dotted line next to box h, enter the appropriate designation for Exception 2, (see below). Identify the exception by its number, alpha subsection, and category under which you are applying (for example, enter "Exception 2b-Scholarship Income and claiming tax treaty benefits" or "Exception 2c-Scholarship Income"). Also, enter the name of the treaty country and the treaty article number in the appropriate entry spaces below box h (if applicable) and attach the documents required under Exception 2.

g. Dependent/spouse of a nonresident alien holding a U.S. visa.

This is an individual who can be claimed as a dependent or a spouse on a U.S. tax return, who is unable, or not eligible, to obtain an SSN and who has entered the United States with a nonresident alien holding a U.S. visa. For example, the primary visa holder has a B-1 visa; the dependent or spouse has a B-2 visa.

h. Other. If the reason for your ITIN request is not described in boxes a through g, check this box. Describe in detail your reason for requesting an ITIN and attach supporting documents.

Frequently, third parties (such as banks and other financial institutions) which are subject to information reporting and withholding requirements, will request an ITIN from you to enable them to file information returns required by law. If you are requesting an ITIN for this reason, you may be able to claim one of the exceptions described below. Enter on the dotted line next to box h the exception that applies to you. Identify the exception by its number, alpha subsection (if applicable), and category under which you are applying (for example, enter "Exception 1a-Partnership Interest" or "Exception 3-Mortgage Interest"). Examples of completed Forms W-7 can be found in Publication 1915. You will not need to attach a tax return to your Form W-7. For more detailed information regarding the exception(s) that may apply to you, see the *Exceptions Tables* beginning on page 6.

Note. If box h is checked, box a or f may also be checked.

Exception 1. Passive income—third party withholding or tax treaty benefits. This exception may apply if you are the recipient of partnership income, interest income, annuity income, etc. that is subject to third party withholding or covered by tax treaty benefits. See the *Exceptions Tables* on page 6 for information on the requirements for claiming Exception 1.

Information returns applicable to Exception 1 may include the following.

- Form 1042-S, Foreign Person's U.S. Source Income Subject to Withholding
- Form 1099-INT, Interest Income
- Form 8805, Foreign Partner's Information Statement of Section 1446 Withholding Tax

Exception 2. Other income.

Applicants with a U.S. visa that is valid for employment should first apply for an SSN with the SSA. You are not eligible for an ITIN if you are eligible to obtain an SSN.

This exception may apply if:

1. You are claiming the benefits of a U.S. income tax treaty with a foreign country and you receive any of the following:
 - a. Wages, salary, compensation, and honoraria payments,
 - b. Scholarships, fellowships, and grants,
 - c. Gambling income, or
2. You are receiving taxable scholarship, fellowship, or grant income, but not claiming the benefits of an income tax treaty.

See the *Exceptions Tables* on pages 6 and 7 for information on the requirements for claiming Exception 2. Information returns applicable to Exception 2 may include Form 1042-S, Foreign Person's U.S. Source Income Subject to Withholding.

Exception 3. Mortgage interest—third party reporting. This exception may apply if you have a home mortgage loan on real property you own in the United States that is subject to third party reporting of mortgage interest. See the *Exceptions Tables* on page 8 for information on the requirements for claiming Exception 3. Information returns applicable to Exception 3 may include Form 1098, Mortgage Interest Statement.

Exception 4. Dispositions by a foreign person of U.S. real property interest—third party withholding. This exception may apply if you are a party to a disposition of a U.S. real property interest by a foreign person, which is generally subject to withholding by the transferee or buyer (withholding agent). See the *Exceptions Tables* on page 8 for information on the requirements for claiming Exception 4. Information returns applicable to Exception 4 may include the following.

- Form 8288, U.S. Withholding Tax Return for Dispositions by Foreign Persons of U.S. Real Property Interests
- Form 8288-A, Statement of Withholding on Dispositions by Foreign Persons of U.S. Real Property Interests
- Form 8288-B, Application for Withholding Certificate for Dispositions by Foreign Persons of U.S. Real Property Interests

Line Instructions

Enter N/A (not applicable) on all lines that do not apply to you. **Do not** leave any lines blank.

Line 1a. Enter your legal name on line 1a as it appears on your documents. This entry should reflect your name as it will appear on a U.S. tax return.



Your ITIN will be established using this name. If you do not use this name on the U.S. tax return, the processing of the U.S. tax return may be delayed.

Line 1b. Enter your name as it appears on your birth certificate if it is different from your entry on line 1a.

Line 2. Enter your complete mailing address on line 2. This is the address the IRS will use to return your original documents and send written notification of your ITIN.

Note. If the U.S. Postal Service will not deliver mail to your physical location, enter the U.S. Postal Service's post office box number for your mailing address. Contact your local U.S. Post Office for more information. Do not use a post office box owned and operated by a private firm or company.

Line 3. Enter your complete foreign address in the country where you permanently or normally reside if it is different from the address on line 2. If you no longer have a permanent residence, due to your relocation to the United States, enter only the foreign country where you last resided on line 3. If you are claiming a benefit under an income tax treaty with the United States, line 3 must show the treaty country.



Do not use a post office box or an "in care of" (c/o) address instead of a street address on line 2 if you are entering just a "country" name on line 3. If you do, your application will be rejected.

Line 4. To be eligible for an ITIN, your birth country must be recognized as a foreign country by the U.S. Department of State.

Line 6a. Enter the country or countries (in the case of dual citizenship) in which you are a citizen. Enter the complete country name; do not abbreviate.

Line 6b. If your country of residence for tax purposes has issued you a tax identification number, enter that number on line 6b. For example, if you are a resident of Canada, enter your Canadian Social Insurance Number.

Line 6c. Enter only U.S. nonimmigrant visa information. Include the USCIS classification, number of the U.S. visa, and the expiration date in month/day/year format. For example, if you have a B-1/B-2 visa with the number 123456 that has an expiration date of December 31, 2010, enter "B-1/B-2," "123456," and "12/31/2010" in the entry space.

Note. If the visa has been issued under a "duration of stay" label by USCIS, enter "D/S" as the expiration date.

Line 6d. Check the box indicating the type of document(s) you are submitting for identification. You must submit documents as explained in item (3) under *How To Apply* on page 2. Enter the name of the state or country or other issuer, the identification number (if any) appearing on the document(s), the expiration date, and the date on which you entered the United States. Dates must be entered in the month/day/year format. Also, you may subsequently be required to provide a certified translation of foreign language documents.

Note. Any visa information shown on a passport must be entered on line 6c.

Line 6e. If you ever received a temporary taxpayer identification number (TIN) or an employer identification number (EIN), check the "Yes" box and complete line 6f. If you never had a temporary TIN or an EIN, or you do not know your temporary TIN, check the "No/Do not know" box.

A temporary TIN is a nine-digit number issued by the IRS to persons who file a return or make a payment without providing a TIN. You would have been issued this number if you filed a U.S. tax return and did not have a social security number. This temporary TIN will appear on any correspondence the IRS sent you concerning that return.

An EIN is a nine-digit number (for example, 12-3456789) assigned by the IRS to businesses, such as sole proprietorships.

Line 6f. If you have both a temporary TIN and an EIN, attach a separate sheet listing both. If you were issued more than one temporary TIN, attach a separate sheet listing all the temporary TINs you received.

Line 6g. If you checked reason f, you must enter the name of the educational institution and the city and state in which it is located. You must also enter your length of stay in the United States.

If you are temporarily in the United States for business purposes, you must enter the name of the company with whom you are conducting your business and the city and state in which it is located. You must also enter your length of stay in the United States.

Signature. You must sign Form W-7. However, if the applicant is a minor under 14 years of age, a delegate (parent or court-appointed guardian) can sign for him or her. Type or print the delegate's name in the space provided and check the appropriate box that indicates his or her relationship to the applicant. If the delegate is signing as a court-appointed guardian, attach a copy of the court-appointment papers showing the legal guardianship.

If the applicant is 14 years of age or over, the applicant can sign or appoint an authorized agent to sign. The authorized agent could be the applicant's parent or another person designated by the applicant. The authorized agent must print his or her name in the space provided for the name of the delegate and attach Form 2848, Power of Attorney and Declaration of Representative.

Note. All Powers of Attorney (POAs) submitted to the IRS must be in English. Any POAs received in a foreign language will be considered invalid.

Acceptance Agent's Use ONLY

Enter the 8-digit office code that was issued to you by the ITIN Program Office.

Paperwork Reduction Act Notice. We ask for the information on this form to carry out the Internal Revenue laws of the United States. You are required to give us the information. We need it to ensure that you are complying with these laws and to allow us to figure and collect the right amount of tax.

You are not required to provide the information requested on a form that is subject to the Paperwork Reduction Act unless the form displays a valid OMB control number. Books or records relating to a form or its instructions must be retained as long as their contents may become material in the administration of any Internal Revenue law. Generally, tax returns and return information are confidential, as required by Internal Revenue Code section 6103.

The average time and expenses required to complete and file this form will vary depending on individual circumstances. For the estimated averages, see the instructions for your income tax return.

If you have suggestions for making this form simpler, we would be happy to hear from you. See the instructions for your income tax return.

Exceptions Tables

Exception #1 Third Party Withholding on Passive Income		
Note. Federal tax withholding and/or information reporting must take place within the current tax year.		
Third Party Withholding on Passive Income	Persons who are eligible to claim Exception 1 include:	Documentation you must submit if you are eligible to claim Exception 1:
	1(a) Individuals who are partners of a foreign partnership that invests in the U.S. and who own assets that generate income subject to IRS information reporting and federal tax withholding requirements; or	1(a) A copy of the portion of the partnership agreement displaying the partnership's Employer Identification Number and showing that you are a partner in the partnership that is conducting business in the United States.
	1(b) Individuals who have opened an interest bearing bank deposit account that generates income which is effectively connected with their U.S. trade or business and is subject to IRS information reporting and/or federal tax withholding; or	1(b) Paperwork from the bank showing that you opened an interest bearing business account that is subject to IRS information reporting and/or federal tax withholding during the current tax year.
	1(c) Individuals who are "resident aliens" for tax purposes and have opened up an interest bearing bank deposit account that generates income subject to IRS information reporting and/or federal tax withholding; or	1(c) Paperwork from the bank stating that you are receiving distributions from a deposit account which are subject to IRS information reporting and/or federal tax withholding during the current tax year. An acknowledged (signed by the bank) copy of the Form W-9 that you provided to the bank must be attached to your Form W-7.
	1(d) Individuals who are receiving distributions during the current year of income such as pensions, annuities, royalties, dividends, etc. and are required to provide an ITIN to the withholding agent (i.e., investment company, insurance company, financial institution, etc.) for the purposes of tax withholding and reporting requirements.	1(d) A signed letter or document from the withholding agent, on official letterhead, showing your name and account number, and evidencing that an ITIN is required to make distributions to you during the current tax year which are subject to IRS information reporting or federal tax withholding.

Exception #2 Wages, Salary, Compensation and Honoraria Payments with Tax Treaty Benefits Claimed; or Scholarships, Fellowships and Grants with Tax Treaty Benefits Claimed; or Scholarships, Fellowships and Grants with no Tax Treaty Benefits Claimed; or Gambling Winnings with Tax Treaty Benefits Claimed.		
Note. Federal tax withholding and/or information reporting must take place within the current tax year.		
2(a). Wages, Salary, Compensation and Honoraria Payments	Persons who are eligible to claim Exception 2(a) include:	Documentation you must submit if you are eligible to claim Exception 2(a):
<i>Claiming the benefits of a tax treaty</i>	<p>Individuals claiming the benefits of a tax treaty who:</p> <ul style="list-style-type: none"> • are either exempt or subject to a reduced rate of withholding of tax on their wages, salary, compensation, and honoraria payments, <p style="text-align: center;">and</p> <ul style="list-style-type: none"> • will be submitting Form 8233 to the payer of the income. 	<ul style="list-style-type: none"> • A letter of employment from the payer of the income, or • A copy of the employment contract, or • A letter requesting your presence for a speaking engagement, etc. <p style="text-align: center;">along with:</p> <ul style="list-style-type: none"> • Evidence (information) on the Form W-7 that you are entitled to claim the benefits of a tax treaty, and • A copy of the completed withholding agent's portion of Form 8233 attached to the Form W-7, and a letter from the Social Security Administration (SSA)*, stating that you are ineligible to receive a social security number. <p><small>*If you are present in the U.S. and are receiving honoraria payments, you do not have to obtain a letter of denial from the SSA. A letter from the authorized school official will suffice.</small></p>

Exceptions Tables (continued)

Exception #2 (continued) Wages, Salary, Compensation and Honoraria Payments with Tax Treaty Benefits Claimed; or Scholarships, Fellowships and Grants with Tax Treaty Benefits Claimed; or Scholarships, Fellowships and Grants with no Tax Treaty Benefits Claimed; or Gambling Winnings with Tax Treaty Benefits Claimed.		
Note. Federal tax withholding and/or information reporting must take place within the current tax year.		
2(b). Scholarships, Fellowships, and Grants	Persons who are eligible to claim Exception 2(b) include:	Documentation you must submit if you are eligible to claim Exception 2(b):
<i>Claiming the benefits of a tax treaty</i>	<p>Individuals claiming the benefits of a tax treaty who:</p> <ul style="list-style-type: none"> • are either exempt from or subject to a reduced rate of tax on their income from scholarships, fellowships or grants. (i.e., foreign students, scholars, professors, researchers, foreign visitors, or any other individual). <p style="text-align: center;">and</p> <ul style="list-style-type: none"> • will be submitting Form W-8BEN to the withholding agent. 	<ul style="list-style-type: none"> • A letter or official notification from the educational institution (i.e., college or university) awarding the noncompensatory scholarship, fellowship, or grant; or • A copy of a contract with a college, university, or educational institution; <p style="text-align: center;">along with:</p> <ul style="list-style-type: none"> • A copy of your passport showing the valid visa issued by the U.S. Department of State, and • Evidence (information) on the Form W-7 that you are entitled to claim the benefits of a tax treaty, and • A copy of the W-8BEN that was submitted to the withholding agent, and • A letter from the Social Security Administration* stating that you are ineligible to receive a social security number (SSN). <p><small>*If you are a student on an F-1, J-1, or M-1 visa who will not be working while studying in the U.S., you will not have to apply for an SSN. You will be permitted to provide a letter from the Designated School Official or Responsible Officer stating that you will not be securing employment in the U.S. or receiving any type of income from personal services.</small></p>
2(c). Scholarships, Fellowships, and Grants	Persons who are eligible to claim Exception 2(c) include:	Documentation you must submit if you are eligible to claim Exception 2(c):
<i>Not claiming benefits of a tax treaty</i>	<ul style="list-style-type: none"> • Individuals receiving noncompensatory income from scholarships, fellowships, or grants (i.e., foreign students, scholars, professors, researchers, or any other individual) that is subject to IRS information reporting and/or withholding requirements during the current year. 	<ul style="list-style-type: none"> • A letter or official notification from the educational institution (i.e., college or university) awarding the noncompensatory scholarship, fellowship, or grant; or • A copy of a contract with a college, university, or educational institution; <p style="text-align: center;">along with:</p> <ul style="list-style-type: none"> • A copy of your passport showing the valid visa issued by the U.S. Department of State, and • A letter from the Designated School Official (DSO) or Responsible Officer (RO) stating that you are receiving noncompensatory income from scholarships, fellowships, or grants that is subject to IRS information reporting and/or federal tax withholding requirements during the current year (this letter must be attached to your Form W-7 or your application for an ITIN will be denied), and • A letter from the Social Security Administration* stating that you are ineligible to receive a social security number (SSN). <p><small>*If you are a student on an F-1, J-1, or M-1 visa who will not be working while studying in the U.S., you will not have to apply for an SSN. You will be permitted to provide a letter from the DSO or RO stating that you will not be securing employment in the U.S. or receiving any type of income from personal services.</small></p>
2(d). Gambling Income	Persons who are eligible to claim Exception 2(d) include:	Documentation you must submit if you are eligible to claim Exception 2(d):
<i>Claiming the benefits of a tax treaty</i>	<p>Nonresident aliens visiting the U.S. who:</p> <ul style="list-style-type: none"> • have gambling winnings, • are claiming the benefits of a tax treaty for an exempt or reduced rate of federal tax withholding on that income, and • will be utilizing the services of a gaming official as an IRS ITIN Acceptance Agent. 	<p>Your W-7, which must be submitted through the services of an appropriate gaming official serving as an IRS ITIN Acceptance Agent to apply for an ITIN under Exception 2(d).</p> <p>Note. If you do not secure the services of a gaming official, you may still file Form 1040NR at the end of the tax year with a Form W-7, attaching a copy of Form 1042-S displaying the amount of tax withheld. Your 1040NR return should also display the tax treaty article number and country under which you are claiming the treaty benefits.</p>

Exceptions Tables (continued)

Exception #3 Third Party Reporting of Mortgage Interest	
Note. Federal tax withholding and/or information reporting must take place within the current tax year.	
Third Party Reporting of Mortgage Interest	If you are eligible to claim Exception 3, you must submit documentation showing evidence of a home mortgage loan. This would include a copy of the contract of sale or similar documentation showing evidence of a home mortgage loan on real property located in the United States.

Exception #4 Third Party Withholding—Disposition by a Foreign Person of United States Real Property Interest	
Note. Federal tax withholding and/or information reporting must take place within the current tax year.	
Third Party Withholding—Disposition by a Foreign Person of United States Real Property Interest	<p>A withholding obligation is generally imposed on a buyer or other transferee (withholding agent) when a United States real property interest is acquired from a foreign person. In some instances, the foreign person may apply for a withholding certificate to reduce or eliminate withholding on the disposition of real property.</p> <p>If you are eligible to claim Exception 4, you must submit:</p> <ul style="list-style-type: none"> • A completed Form 8288-B, and • A copy of the sale contract. <p>Note. For the seller of the property, Forms 8288 and 8288A submitted by the buyer should be attached to the Form W-7.</p>

**Request for Taxpayer
Identification Number and Certification**

Give form to the
requester. Do not
send to the IRS.

Print or type See Specific Instructions on page 2.	Name (as shown on your income tax return)		
	Business name, if different from above		
	Check appropriate box: <input type="checkbox"/> Individual/Sole proprietor <input type="checkbox"/> Corporation <input type="checkbox"/> Partnership <input type="checkbox"/> Limited liability company. Enter the tax classification (D=disregarded entity, C=corporation, P=partnership) ▶	<input type="checkbox"/> Exempt payee	
	Address (number, street, and apt. or suite no.)		Requester's name and address (optional)
	City, state, and ZIP code		
List account number(s) here (optional)			

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on Line 1 to avoid backup withholding. For individuals, this is your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the Part I instructions on page 3. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN* on page 3.

Social security number
or
Employer identification number

Note. If the account is in more than one name, see the chart on page 4 for guidelines on whose number to enter.

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me), and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding, and
3. I am a U.S. citizen or other U.S. person (defined below).

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the Certification, but you must provide your correct TIN. See the instructions on page 4.

Sign Here

Signature of
U.S. person ▶

Date ▶

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Purpose of Form

A person who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) to report, for example, income paid to you, real estate transactions, mortgage interest you paid, acquisition or abandonment of secured property, cancellation of debt, or contributions you made to an IRA.

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN to the person requesting it (the requester) and, when applicable, to:

1. Certify that the TIN you are giving is correct (or you are waiting for a number to be issued),
2. Certify that you are not subject to backup withholding, or
3. Claim exemption from backup withholding if you are a U.S. exempt payee. If applicable, you are also certifying that as a U.S. person, your allocable share of any partnership income from a U.S. trade or business is not subject to the withholding tax on foreign partners' share of effectively connected income.

Note. If a requester gives you a form other than Form W-9 to request your TIN, you must use the requester's form if it is substantially similar to this Form W-9.

Definition of a U.S. person. For federal tax purposes, you are considered a U.S. person if you are:

- An individual who is a U.S. citizen or U.S. resident alien,
- A partnership, corporation, company, or association created or organized in the United States or under the laws of the United States,
- An estate (other than a foreign estate), or
- A domestic trust (as defined in Regulations section 301.7701-7).

Special rules for partnerships. Partnerships that conduct a trade or business in the United States are generally required to pay a withholding tax on any foreign partners' share of income from such business. Further, in certain cases where a Form W-9 has not been received, a partnership is required to presume that a partner is a foreign person, and pay the withholding tax. Therefore, if you are a U.S. person that is a partner in a partnership conducting a trade or business in the United States, provide Form W-9 to the partnership to establish your U.S. status and avoid withholding on your share of partnership income.

The person who gives Form W-9 to the partnership for purposes of establishing its U.S. status and avoiding withholding on its allocable share of net income from the partnership conducting a trade or business in the United States is in the following cases:

- The U.S. owner of a disregarded entity and not the entity,

- The U.S. grantor or other owner of a grantor trust and not the trust, and
- The U.S. trust (other than a grantor trust) and not the beneficiaries of the trust.

Foreign person. If you are a foreign person, do not use Form W-9. Instead, use the appropriate Form W-8 (see Publication 515, *Withholding of Tax on Nonresident Aliens and Foreign Entities*).

Nonresident alien who becomes a resident alien. Generally, only a nonresident alien individual may use the terms of a tax treaty to reduce or eliminate U.S. tax on certain types of income. However, most tax treaties contain a provision known as a "saving clause." Exceptions specified in the saving clause may permit an exemption from tax to continue for certain types of income even after the payee has otherwise become a U.S. resident alien for tax purposes.

If you are a U.S. resident alien who is relying on an exception contained in the saving clause of a tax treaty to claim an exemption from U.S. tax on certain types of income, you must attach a statement to Form W-9 that specifies the following five items:

1. The treaty country. Generally, this must be the same treaty under which you claimed exemption from tax as a nonresident alien.
2. The treaty article addressing the income.
3. The article number (or location) in the tax treaty that contains the saving clause and its exceptions.
4. The type and amount of income that qualifies for the exemption from tax.
5. Sufficient facts to justify the exemption from tax under the terms of the treaty article.

Example. Article 20 of the U.S.-China income tax treaty allows an exemption from tax for scholarship income received by a Chinese student temporarily present in the United States. Under U.S. law, this student will become a resident alien for tax purposes if his or her stay in the United States exceeds 5 calendar years. However, paragraph 2 of the first Protocol to the U.S.-China treaty (dated April 30, 1984) allows the provisions of Article 20 to continue to apply even after the Chinese student becomes a resident alien of the United States. A Chinese student who qualifies for this exception (under paragraph 2 of the first protocol) and is relying on this exception to claim an exemption from tax on his or her scholarship or fellowship income would attach to Form W-9 a statement that includes the information described above to support that exemption.

If you are a nonresident alien or a foreign entity not subject to backup withholding, give the requester the appropriate completed Form W-8.

What is backup withholding? Persons making certain payments to you must under certain conditions withhold and pay to the IRS 28% of such payments. This is called "backup withholding." Payments that may be subject to backup withholding include interest, tax-exempt interest, dividends, broker and barter exchange transactions, rents, royalties, nonemployee pay, and certain payments from fishing boat operators. Real estate transactions are not subject to backup withholding.

You will not be subject to backup withholding on payments you receive if you give the requester your correct TIN, make the proper certifications, and report all your taxable interest and dividends on your tax return.

Payments you receive will be subject to backup withholding if:

1. You do not furnish your TIN to the requester,
2. You do not certify your TIN when required (see the Part II instructions on page 3 for details),
3. The IRS tells the requester that you furnished an incorrect TIN,

4. The IRS tells you that you are subject to backup withholding because you did not report all your interest and dividends on your tax return (for reportable interest and dividends only), or

5. You do not certify to the requester that you are not subject to backup withholding under 4 above (for reportable interest and dividend accounts opened after 1983 only).

Certain payees and payments are exempt from backup withholding. See the instructions below and the separate instructions for the Requester of Form W-9.

Also see *Special rules for partnerships* on page 1.

Penalties

Failure to furnish TIN. If you fail to furnish your correct TIN to a requester, you are subject to a penalty of \$50 for each such failure unless your failure is due to reasonable cause and not to willful neglect.

Civil penalty for false information with respect to withholding. If you make a false statement with no reasonable basis that results in no backup withholding, you are subject to a \$500 penalty.

Criminal penalty for falsifying information. Willfully falsifying certifications or affirmations may subject you to criminal penalties including fines and/or imprisonment.

Misuse of TINs. If the requester discloses or uses TINs in violation of federal law, the requester may be subject to civil and criminal penalties.

Specific Instructions

Name

If you are an individual, you must generally enter the name shown on your income tax return. However, if you have changed your last name, for instance, due to marriage without informing the Social Security Administration of the name change, enter your first name, the last name shown on your social security card, and your new last name.

If the account is in joint names, list first, and then circle, the name of the person or entity whose number you entered in Part I of the form.

Sole proprietor. Enter your individual name as shown on your income tax return on the "Name" line. You may enter your business, trade, or "doing business as (DBA)" name on the "Business name" line.

Limited liability company (LLC). Check the "Limited liability company" box only and enter the appropriate code for the tax classification ("D" for disregarded entity, "C" for corporation, "P" for partnership) in the space provided.

For a single-member LLC (including a foreign LLC with a domestic owner) that is disregarded as an entity separate from its owner under Regulations section 301.7701-3, enter the owner's name on the "Name" line. Enter the LLC's name on the "Business name" line.

For an LLC classified as a partnership or a corporation, enter the LLC's name on the "Name" line and any business, trade, or DBA name on the "Business name" line.

Other entities. Enter your business name as shown on required federal tax documents on the "Name" line. This name should match the name shown on the charter or other legal document creating the entity. You may enter any business, trade, or DBA name on the "Business name" line.

Note. You are requested to check the appropriate box for your status (individual/sole proprietor, corporation, etc.).

Exempt Payee

If you are exempt from backup withholding, enter your name as described above and check the appropriate box for your status, then check the "Exempt payee" box in the line following the business name, sign and date the form.

Generally, individuals (including sole proprietors) are not exempt from backup withholding. Corporations are exempt from backup withholding for certain payments, such as interest and dividends.

Note. If you are exempt from backup withholding, you should still complete this form to avoid possible erroneous backup withholding.

The following payees are exempt from backup withholding:

1. An organization exempt from tax under section 501(a), any IRA, or a custodial account under section 403(b)(7) if the account satisfies the requirements of section 401(f)(2),
2. The United States or any of its agencies or instrumentalities,
3. A state, the District of Columbia, a possession of the United States, or any of their political subdivisions or instrumentalities,
4. A foreign government or any of its political subdivisions, agencies, or instrumentalities, or
5. An international organization or any of its agencies or instrumentalities.

Other payees that may be exempt from backup withholding include:

6. A corporation,
7. A foreign central bank of issue,
8. A dealer in securities or commodities required to register in the United States, the District of Columbia, or a possession of the United States,
9. A futures commission merchant registered with the Commodity Futures Trading Commission,
10. A real estate investment trust,
11. An entity registered at all times during the tax year under the Investment Company Act of 1940,
12. A common trust fund operated by a bank under section 584(a),
13. A financial institution,
14. A middleman known in the investment community as a nominee or custodian, or
15. A trust exempt from tax under section 664 or described in section 4947.

The chart below shows types of payments that may be exempt from backup withholding. The chart applies to the exempt payees listed above, 1 through 15.

IF the payment is for . . .	THEN the payment is exempt for . . .
Interest and dividend payments	All exempt payees except for 9
Broker transactions	Exempt payees 1 through 13. Also, a person registered under the Investment Advisers Act of 1940 who regularly acts as a broker
Barter exchange transactions and patronage dividends	Exempt payees 1 through 5
Payments over \$600 required to be reported and direct sales over \$5,000 ¹	Generally, exempt payees 1 through 7 ²

¹ See Form 1099-MISC, Miscellaneous Income, and its instructions.

² However, the following payments made to a corporation (including gross proceeds paid to an attorney under section 6045(f), even if the attorney is a corporation) and reportable on Form 1099-MISC are not exempt from backup withholding: medical and health care payments, attorneys' fees, and payments for services paid by a federal executive agency.

Part I. Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. If you are a resident alien and you do not have and are not eligible to get an SSN, your TIN is your IRS individual taxpayer identification number (ITIN). Enter it in the social security number box. If you do not have an ITIN, see *How to get a TIN* below.

If you are a sole proprietor and you have an EIN, you may enter either your SSN or EIN. However, the IRS prefers that you use your SSN.

If you are a single-member LLC that is disregarded as an entity separate from its owner (see *Limited liability company (LLC)* on page 2), enter the owner's SSN (or EIN, if the owner has one). Do not enter the disregarded entity's EIN. If the LLC is classified as a corporation or partnership, enter the entity's EIN.

Note. See the chart on page 4 for further clarification of name and TIN combinations.

How to get a TIN. If you do not have a TIN, apply for one immediately. To apply for an SSN, get Form SS-5, Application for a Social Security Card, from your local Social Security Administration office or get this form online at www.ssa.gov. You may also get this form by calling 1-800-772-1213. Use Form W-7, Application for IRS Individual Taxpayer Identification Number, to apply for an ITIN, or Form SS-4, Application for Employer Identification Number, to apply for an EIN. You can apply for an EIN online by accessing the IRS website at www.irs.gov/businesses and clicking on Employer Identification Number (EIN) under Starting a Business. You can get Forms W-7 and SS-4 from the IRS by visiting www.irs.gov or by calling 1-800-TAX-FORM (1-800-829-3676).

If you are asked to complete Form W-9 but do not have a TIN, write "Applied For" in the space for the TIN, sign and date the form, and give it to the requester. For interest and dividend payments, and certain payments made with respect to readily tradable instruments, generally you will have 60 days to get a TIN and give it to the requester before you are subject to backup withholding on payments. The 60-day rule does not apply to other types of payments. You will be subject to backup withholding on all such payments until you provide your TIN to the requester.

Note. Entering "Applied For" means that you have already applied for a TIN or that you intend to apply for one soon.

Caution: A disregarded domestic entity that has a foreign owner must use the appropriate Form W-8.

Part II. Certification

To establish to the withholding agent that you are a U.S. person, or resident alien, sign Form W-9. You may be requested to sign by the withholding agent even if items 1, 4, and 5 below indicate otherwise.

For a joint account, only the person whose TIN is shown in Part I should sign (when required). Exempt payees, see *Exempt Payee* on page 2.

Signature requirements. Complete the certification as indicated in 1 through 5 below.

1. Interest, dividend, and barter exchange accounts opened before 1984 and broker accounts considered active during 1983. You must give your correct TIN, but you do not have to sign the certification.

2. Interest, dividend, broker, and barter exchange accounts opened after 1983 and broker accounts considered inactive during 1983. You must sign the certification or backup withholding will apply. If you are subject to backup withholding and you are merely providing your correct TIN to the requester, you must cross out item 2 in the certification before signing the form.

3. Real estate transactions. You must sign the certification. You may cross out item 2 of the certification.

4. Other payments. You must give your correct TIN, but you do not have to sign the certification unless you have been notified that you have previously given an incorrect TIN. "Other payments" include payments made in the course of the requester's trade or business for rents, royalties, goods (other than bills for merchandise), medical and health care services (including payments to corporations), payments to a nonemployee for services, payments to certain fishing boat crew members and fishermen, and gross proceeds paid to attorneys (including payments to corporations).

5. Mortgage interest paid by you, acquisition or abandonment of secured property, cancellation of debt, qualified tuition program payments (under section 529), IRA, Coverdell ESA, Archer MSA or HSA contributions or distributions, and pension distributions. You must give your correct TIN, but you do not have to sign the certification.

Secure Your Tax Records from Identity Theft

Identity theft occurs when someone uses your personal information such as your name, social security number (SSN), or other identifying information, without your permission, to commit fraud or other crimes. An identity thief may use your SSN to get a job or may file a tax return using your SSN to receive a refund.

To reduce your risk:

- Protect your SSN,
- Ensure your employer is protecting your SSN, and
- Be careful when choosing a tax preparer.

Call the IRS at 1-800-829-1040 if you think your identity has been used inappropriately for tax purposes.

Victims of identity theft who are experiencing economic harm or a system problem, or are seeking help in resolving tax problems that have not been resolved through normal channels, may be eligible for Taxpayer Advocate Service (TAS) assistance. You can reach TAS by calling the TAS toll-free case intake line at 1-877-777-4778 or TTY/TDD 1-800-829-4059.

Protect yourself from suspicious emails or phishing schemes.

Phishing is the creation and use of email and websites designed to mimic legitimate business emails and websites. The most common act is sending an email to a user falsely claiming to be an established legitimate enterprise in an attempt to scam the user into surrendering private information that will be used for identity theft.

The IRS does not initiate contacts with taxpayers via emails. Also, the IRS does not request personal detailed information through email or ask taxpayers for the PIN numbers, passwords, or similar secret access information for their credit card, bank, or other financial accounts.

If you receive an unsolicited email claiming to be from the IRS, forward this message to phishing@irs.gov. You may also report misuse of the IRS name, logo, or other IRS personal property to the Treasury Inspector General for Tax Administration at 1-800-366-4484. You can forward suspicious emails to the Federal Trade Commission at: spam@uce.gov or contact them at www.consumer.gov/idtheft or 1-877-IDTHEFT(438-4338).

Visit the IRS website at www.irs.gov to learn more about identity theft and how to reduce your risk.

What Name and Number To Give the Requester

For this type of account:	Give name and SSN of:
1. Individual	The individual
2. Two or more individuals (joint account)	The actual owner of the account or, if combined funds, the first individual on the account ¹
3. Custodian account of a minor (Uniform Gift to Minors Act)	The minor ²
4. a. The usual revocable savings trust (grantor is also trustee)	The grantor-trustee ³
b. So-called trust account that is not a legal or valid trust under state law	The actual owner ³
5. Sole proprietorship or disregarded entity owned by an individual	The owner ³
For this type of account:	Give name and EIN of:
6. Disregarded entity not owned by an individual	The owner
7. A valid trust, estate, or pension trust	Legal entity ⁴
8. Corporate or LLC electing corporate status on Form 8832	The corporation
9. Association, club, religious, charitable, educational, or other tax-exempt organization	The organization
10. Partnership or multi-member LLC	The partnership
11. A broker or registered nominee	The broker or nominee
12. Account with the Department of Agriculture in the name of a public entity (such as a state or local government, school district, or prison) that receives agricultural program payments	The public entity

¹List first and circle the name of the person whose number you furnish. If only one person on a joint account has an SSN, that person's number must be furnished.

²Circle the minor's name and furnish the minor's SSN.

³You must show your individual name and you may also enter your business or "DBA" name on the second name line. You may use either your SSN or EIN (if you have one), but the IRS encourages you to use your SSN.

⁴List first and circle the name of the trust, estate, or pension trust. (Do not furnish the TIN of the personal representative or trustee unless the legal entity itself is not designated in the account title.) Also see *Special rules for partnerships* on page 1.

Note. If no name is circled when more than one name is listed, the number will be considered to be that of the first name listed.

Privacy Act Notice

Section 6109 of the Internal Revenue Code requires you to provide your correct TIN to persons who must file information returns with the IRS to report interest, dividends, and certain other income paid to you, mortgage interest you paid, the acquisition or abandonment of secured property, cancellation of debt, or contributions you made to an IRA, or Archer MSA or HSA. The IRS uses the numbers for identification purposes and to help verify the accuracy of your tax return. The IRS may also provide this information to the Department of Justice for civil and criminal litigation, and to cities, states, the District of Columbia, and U.S. possessions to carry out their tax laws. We may also disclose this information to other countries under a tax treaty, to federal and state agencies to enforce federal nontax criminal laws, or to federal law enforcement and intelligence agencies to combat terrorism.

You must provide your TIN whether or not you are required to file a tax return. Payers must generally withhold 28% of taxable interest, dividend, and certain other payments to a payee who does not give a TIN to a payer. Certain penalties may also apply.

SOCIAL SECURITY ADMINISTRATION

Application for a Social Security Card

Applying for a Social Security Card is free!

USE THIS APPLICATION TO APPLY FOR:

- An **original** Social Security card
- A **replacement** Social Security card
- A **change of information** on your record

IMPORTANT: You **MUST** provide the required evidence before we can process the application. Follow the instructions below to provide the information and evidence we need.

- STEP 1** Read the instructions on this application. They contain important information about documents that can be submitted as evidence, and how to complete and submit the application.
- STEP 2** Complete and sign the application using **BLUE** or **BLACK INK**. **Do not** use pencil or other colors of ink. Please write legibly. If you print this application from our website, you must print it on 8 1/2" x 11" white paper (if you live abroad and cannot obtain 8 1/2" x 11" paper, A4 size paper (8.25" x 11.7") is the only acceptable alternative).
- STEP 3** Submit the completed and signed application with all required evidence to a Social Security office.

HOW TO SUBMIT THIS APPLICATION

In **most cases**, you can mail or take this application with your evidence documents to any Social Security office. However, if you live in an area serviced by a Social Security Card Center, you may need to visit the Social Security Card Center in person for all SSN related business. We will return your documents to you.

IMPORTANT: If you are **age 12 or older** and have **never** been assigned a **Social Security number** before, you **MUST** apply **in person**.

If you have any questions about this form, or about the evidence documents we need, please visit our website at www.socialsecurity.gov. Visiting our Internet site will help you make sure you have everything you need to apply for a card or change information on your record. You may also call Social Security at 1-800-772-1213 or contact your local office. You can find your nearest office or Social Security Card Center in your local phone directory or on our website.

PROTECT YOUR SOCIAL SECURITY NUMBER AND CARD

Protect your SSN card and number from loss and identity theft. **DO NOT** carry the card with you. Keep it in a secure location and only take it with you when you must show the card, e.g. to obtain a new job, open a new bank account, or to obtain benefits from certain U.S. agencies. **DO NOT** allow others to use your Social Security number as their own.

ABOUT YOUR EVIDENCE DOCUMENTS

You must provide the required documents based on your type of request. There will be situations when we must verify a document with the issuing agency. If your documents do not meet these requirements, we cannot process your application.

- We need **ORIGINAL** documents or **copies certified by the custodian of the record**. We will return your documents after we have seen them.
- **We cannot accept photocopies or notarized copies of documents.**
- See **EVIDENCE DOCUMENTS WE NEED TO SEE** on page 3.

ORIGINAL CARD: To apply for an **original card**, you will need to provide **at least two** documents to prove **age, identity, and U.S. citizenship or current lawful, work-authorized immigration status**. If you are not a U.S. citizen or do not have current lawful, work-authorized immigration status, you **MUST** prove that you have a valid nonwork reason for requesting a card. (See **HOW TO COMPLETE THIS APPLICATION, Page 2, Item 3.**)

REPLACEMENT CARD: To apply for a replacement card, you must prove your **identity** (See **IDENTITY**, Page 3). If you were born outside of the U.S., you will also need to prove your **U.S. citizenship or current lawful, work-authorized immigration status**.

CHANGE OF INFORMATION: If you need to correct information on your SSN card, or information shown in our records (e.g., a name change, or corrected date of birth), you will need to prove your **identity and provide documents that support the change and establish the reason for the change (e.g., a birth certificate to show your corrected date or place of birth)**. A name change document (e.g., marriage document) must identify you by both your old and new names. If it does not have enough identifying information (See **IDENTITY**, Page 3), we will request an identity document in your prior name and another in your new legal name in addition to the name change document. If you were born outside of the U.S., you also need to prove your **U.S. citizenship or current lawful, work-authorized immigration status**.

LIMITS ON REPLACEMENT SOCIAL SECURITY NUMBER (SSN) CARDS

Public Law 108-458 imposes **limits on the number of replacement SSN cards** you may receive at 3 per year and 10 in a lifetime. In determining these limits, SSA will not count changes in legal name (i.e., first name or surname), or changes to a restrictive legend (i.e., Valid for Work with DHS Authorization, Not Valid for Employment) shown on the SSN card. In addition, we may grant exceptions on a case-by-case basis if you provide evidence to establish a need for an SSN card **beyond these limits** (e.g., a letter from a social services agency stating you must show the SSN card in order to get benefits).

HOW TO COMPLETE THIS APPLICATION

Most items on the form are self-explanatory. Those that need explanation are discussed below. The numbers match the numbered items on the form. If you are completing this form for someone else, please complete the items as they apply to that person.

2. Show the address where you can receive your card 10 to 14 days from now.
3. If you check "Legal Alien **Not** Allowed to Work," you must provide a document from a U.S. Federal, State, or local government agency that explains why you need a Social Security number and that you meet **all** of the requirements for the U.S. government benefit. **NOTE:** Not all U.S. State or local benefits are acceptable for non-work SSN purposes. Contact SSA to see if your reason qualifies.

If you check "Other," you must provide a document from the U.S. government agency that explains why you need a Social Security number and that you meet all of the requirements for a Federal benefit except for the number.
5. Providing race/ethnic information is voluntary. However, providing this information helps us prepare statistical reports on how Social Security programs affect people. We do not reveal the identities of individuals in these reports.
6. Show the month, day and full (4 digit) year of birth, for example, "1998" for year of birth.
- 8.B. You **must** show the mother's Social Security number only when the application is for an **original** Social Security card for a person **under age 18**. However, this item may be left blank if the mother was never assigned a Social Security number, or if you do not know the mother's Social Security number and are unable to obtain it. We will still be able to assign a number to the person under age 18.
- 9.B. You **must** show the father's Social Security number only when the application is for an **original** Social Security card for a person **under age 18**. However, this item may be left blank if the father was never assigned a Social Security number, or if you do not know the father's Social Security number and are unable to obtain it. We will still be able to assign a number to the person under age 18.
13. If the date of birth you show in item 6 is different from the date of birth you used on a prior application for a Social Security card, show the date of birth you used on the prior application and submit evidence of age to support the date of birth in item 6.
16. If you are age 18 or older, you **must sign** the application. If you are under age 18, you or a parent or legal guardian may sign. If you are physically or mentally incapable of signing the application, generally a parent, close relative, or legal guardian may sign the application. If you cannot sign your name, you should sign with an "X" mark and have two people sign as witnesses in the space beside the mark. Please do not alter your signature by including any additional information on the signature line as this may invalidate your application. Call us if you need clarification about who can sign. (See the "IMPORTANT" note under evidence of **IDENTITY** on page 3.)

EVIDENCE DOCUMENTS WE NEED TO SEE

The following lists are not all inclusive. However, they provide examples of the types of documents we need to see. **All documents must meet the criteria shown under "ABOUT YOUR EVIDENCE DOCUMENTS" on Page 1 in order to be considered.** If you have questions or need to discuss additional documents, see "If you have any questions" also on Page 1. Some documents we **may** accept are as follows:

AGE: In general, we must see your birth certificate. In some situations, we may accept another document that shows your age. Some of the other documents we may accept are:

- U.S. Hospital record of your birth (created at the time of your birth)
- Religious record established before age five showing your age or date of birth
- Passport
- Final Adoption Decree (the adoption decree must indicate that the birth data was taken from the original birth certificate)

Call us for advice if you cannot obtain one of these documents.

IDENTITY: We must see evidence of identity in your legal name. Your legal name will be shown on the SSN card. Generally, we prefer to see documents issued in the U.S. Documents submitted to establish identity must show your legal name **AND** provide biographical information (your date of birth, age, or parents' names) **and/or** physical information (photograph, or physical description-- height, eye and hair color, etc.). Additionally, if you send a photo identity document but do not appear in person, the document **must** show your biographical information (e.g., your date of birth, age, or parents' names). To protect your Social Security card and number, identity documents **must** be of recent issuance.

WE MUST SEE YOUR:

- U.S. driver's license; **or**
- U.S. State-issued non-driver identity card; **or**
- U.S. passport

If you do not have one of these documents, or cannot get a replacement within 10 days, we may accept other documents such as a U.S. military identity card, Certificate of Naturalization, or employee identity card. For young children, we may accept medical records (clinic, doctor, or hospital) maintained by the medical provider. We may also accept a final adoption decree, or a school identity card or a school record maintained by the school.

If you are not a U.S. citizen, we **must** see your current U.S. immigration document and your foreign passport with biographical information or photograph.

WE CANNOT ACCEPT A BIRTH CERTIFICATE, HOSPITAL SOUVENIR BIRTH CERTIFICATE, SOCIAL SECURITY CARD OR CARD STUB, OR A SOCIAL SECURITY RECORD as evidence of identity.

IMPORTANT: If you are applying for a card on behalf of someone else, you must provide evidence that establishes your authority to sign the application on behalf of the person to whom the card will be issued (e.g., a minor child's birth certificate establishes the authority of a parent to sign on behalf of the child). **In addition**, we must see different documents as proof of identity for both you and the person to whom the card will be issued.

U.S. CITIZENSHIP: In general, we can accept your U.S. birth certificate or U.S. Passport. Other documents we may accept are a Consular Report of Birth, Certificate of Citizenship, or Certificate of Naturalization.

IMMIGRATION STATUS: We need to see a current document issued to you by the Department of Homeland Security (DHS) showing your immigration status, such as Form I-551, I-94, I-688B, or I-766. We **CANNOT** accept a receipt showing you applied for the document. If you are not authorized to work in the U.S., we can issue you a Social Security card only if you need the number for a valid nonwork reason. (See HOW TO COMPLETE THIS APPLICATION, Page 2, Item 3.) Your card will be marked to show you cannot work. If you do work, we will notify DHS.

subscription of 40 investor units. The \$20 million in foreign investor capital is combined with \$76.85 million of private, public, and government funds. The investment is over half subscribed as of this date. The IVDA has requested \$14 million in capital from CMB as part of the \$74.25 million project for the construction of a new airport facilities. These facilities include: development of new hangars and other airfield facilities, phase II of the Mountain View Avenue Bridge construction project, improvements to interior roadways, and new infrastructure to support the new Fixed Base Operator executive/charter air service terminal. McClellan Park has requested \$6 million from CMB as part of a \$22.6 million dollar project for roadway infrastructure improvements, storm drainage infrastructure improvement, landscaping improvements, sanitary sewer infrastructure improvements, and construction of new commercial 50,000 square foot office building as the first phase of a new flex office business park.

Since this current project has been filling so quickly with investors, we have started work on our next partnership, CMB Infrastructure Investment Group II. This partnership will also involve investments with the IVDA and McClellan Park and possible the Sacramento Army Depot.

The Profit and Loss statement and your capital account information have been posted to the Partnership Documents section of your personal website page. Also, this website is a great form of communication for us to keep in touch. And remember, taxes will be due at the end of the year so apply for your Social Security Number or Identification Number if you have not already done so. Once you receive your Number please provide it to us or have your attorney provide it to us.

Good luck with your consular interview or your adjustment of status! Remember, CMB is constantly growing and we would appreciate any referrals you can provide.

The Staff of CMB Export, LLC

THE PAPERWORK/PRIVACY ACT AND YOUR APPLICATION

The Privacy Act of 1974 requires us to give each person the following notice when applying for a Social Security number.

Sections 205(c) and 702 of the Social Security Act allow us to collect the facts we ask for on this form.

We use the facts you provide on this form to assign you a Social Security number and to issue you a Social Security card. You do not have to give us these facts, however, without them we cannot issue you a Social Security number or a card. Without a number, you may not be able to get a job and could lose Social Security benefits in the future.

The Social Security number is also used by the Internal Revenue Service for tax administration purposes as an identifier in processing tax returns of persons who have income which is reported to the Internal Revenue Service and by persons who are claimed as dependents on someone's Federal income tax return.

We may disclose information as necessary to administer Social Security programs, including to appropriate law enforcement agencies to investigate alleged violations of Social Security law; to other government agencies for administering entitlement, health, and welfare programs such as Medicaid, Medicare, veterans' benefits, military pension, and civil service annuities, black lung, housing, student loans, railroad retirement benefits, and food stamps; to the Internal Revenue Service for Federal tax administration; and to employers and former employers to properly prepare wage reports. We may also disclose information as required by Federal law, for example, to the Department of Homeland Security, to identify and locate aliens in the U.S.; to the Selective Service System for draft registration; and to the Department of Health and Human Services for child support enforcement purposes. We may verify Social Security numbers for State motor vehicle agencies that use the number in issuing drivers' licenses, as authorized by the Social Security Act. Finally, we may disclose information to your Congressional representative if they request information to answer questions you ask him or her.

We may use the information you give us when we match records by computer. Matching programs compare our records with those of other Federal, State, or local government agencies to determine whether a person qualifies for benefits paid by the Federal government. The law allows us to do this even if you do not agree to it.

Explanations about these and other reasons why information you provide us may be used or given out are available in Social Security offices. If you want to learn more about this, contact any Social Security office.

This information collection meets the requirements of 44 U.S.C. §3507, as amended by Section 2 of the Paperwork Reduction Act of 1995. You do not need to answer these questions unless we display a valid Office of Management and Budget control number. We estimate that it will take about 8.5 to 9.5 minutes to read the instructions, gather the facts, and answer the questions. *You may send comments on our time estimate above to: SSA, 6401 Security Blvd., Baltimore, MD 21235-6401. **Send only comments relating to our time estimate to this address, not the completed form.***

MAIL OR TAKE THE COMPLETED FORM TO A LOCAL SOCIAL SECURITY OFFICE. The office is listed under U.S. Government agencies in your telephone directory or you may call Social Security at 1-800-772-1213. You may also locate the nearest Social Security office on the Internet at <http://www.socialsecurity.gov>.

New Rules For Getting A Social Security Number And Card



Recent provisions in law have changed the rules for assigning a Social Security number and issuing a Social Security card. This fact sheet gives the most up-to-date information available on the documents needed to apply for a Social Security number and card.

All documents must be either originals or copies certified by the issuing agency. We cannot accept photocopies or notarized copies of documents.

Proof of citizenship and identity

To get a Social Security number or a replacement card, you must prove your U.S. citizenship or immigration status, age and identity. For a replacement card, proof of your U.S. citizenship and age are not required if they are already in our records. Under the new law, only certain documents can be accepted as proof of U.S. citizenship. These include your U.S. birth certificate, a U.S. passport, a Certificate of Naturalization or a Certificate of Citizenship. If you are not a U.S. citizen, different rules apply for proving your immigration status, and those rules have not changed.

Also under the new law, only certain documents can be accepted as proof of identity. An acceptable document must show your name, identifying information about you and preferably a recent photograph.

If you are a U.S. citizen, Social Security must see your:

- U.S. driver's license;
- State-issued nondriver identity card; or
- U.S. passport.

If you do not have these specific documents or cannot get a replacement for them within 10 days, we will ask to see other documents, including:

- Employee ID card;

- School ID card;
- Health insurance card (not a Medicare card);
- U.S. military ID card; or
- Adoption decree.

If you are not a U.S. citizen, Social Security must see your current U.S. immigration documents. Acceptable documents from the Department of Homeland Security include your:

- Form I-551 (includes machine-readable immigrant visa with your unexpired foreign passport);
- I-94 with your unexpired foreign passport; or
- Work permit card (I-766 or I-688B).

Documents for a name change

If you legally change your name because of marriage, divorce, court order or any other reason, you need to tell Social Security so that you can get a corrected card. If you are working, also tell your employer. If you do not tell us when your name changes, it may:

- Delay your tax refund; and
- Prevent your wages from being posted correctly to your Social Security record, which may lower the amount of your future Social Security benefits.

If you need to change your name on your Social Security card, you must show us a recently issued document as proof of your legal name change. Documents Social Security may accept to prove a legal name change include:

- Marriage document;
- Divorce decree;
- Certificate of Naturalization showing a new name; or
- Court order for a name change.

If the document you provide as evidence of a legal name change does not give us enough information to identify you in our records or if you legally changed your name more than two years ago, you must provide Social Security with additional documentation.

Marriage, divorce or annulment: In addition to showing us a legal document proving your marriage, divorce or annulment, you must provide an identity document. That document must show your old name, as well as other identifying information or a recent photograph. (We can accept an expired document as evidence of your old name.)

Adoption, naturalization or other name change: In addition to showing us a legal document citing your new name, such as a court order, adoption decree or Certificate of Naturalization, you must provide us with two identity documents, including:

- One identity document in your old name (which can be expired); and
- One identity document in your new legal name, which must be current (unexpired).

Both of these documents must show identifying information or a recent photograph.

Citizenship: Also, if you are a U.S. citizen born outside the United States and our records do not show you are a citizen, you will need to provide proof of your U.S. citizenship. If you are not a U.S. citizen, Social Security will ask to see your current immigration documents.

Your new card will have the same number as your previous card, but will show your new name.

Verification of birth records

Social Security must verify a birth record for all U.S.-born applicants of any age who apply for an original Social Security number. An exception is made when a parent applies for a baby's Social Security number at the hospital when the baby is born.

Social Security must also verify a birth record for U.S.-born individuals who ask to correct the date of birth on our records. To verify a birth record, Social Security will contact the office that issued it.

NOTE: For Social Security purposes, "U.S.-born" means a person born in the 50 states, the District of Columbia, American Samoa, Guam, the Northern Mariana Islands, Puerto Rico and the U.S. Virgin Islands.

Limits to replacement cards

You can replace your Social Security card if it is lost or stolen. You are limited to three replacement cards in a year and 10 during your lifetime. Legal name changes and changes in noncitizen status that require card updates may not count toward these limits. Also, you may not be affected by these limits if you can prove you need the card to prevent a significant hardship.

Contacting Social Security

For more information and to find copies of our publications, visit our website at www.socialsecurity.gov or call toll-free, **1-800-772-1213** (for the deaf or hard of hearing, call our TTY number, **1-800-325-0778**). We can answer specific questions from 7 a.m. to 7 p.m., Monday through Friday. We provide information by automated phone service 24 hours a day.

We treat all calls confidentially. We also want to make sure you receive accurate and courteous service. That is why we have a second Social Security representative monitor some telephone calls.





CMB EXPORT LLC *A Federally-Designated Regional Center*

Midwest Executive Offices 4507 49th Avenue, Moline, Illinois 61265 Phone: 309-797-1550 Facsimile: 309-797-1655

Dear Group A Investors,

Congratulations on your recent I-526 approval! As you may know the approval process was short for a few investors while the remaining petitions were reviewed under normal time considerations of the USCIS. I would like to thank you for your continued confidence and I look forward to working with you as a limited partner of CMB Investment Group A.

As you may have noticed, the tax documents you received in your envelope are available for download. The letter for you to claim exemption 1(d) for the Form W-7 will be posted and available for download by May 16, 2008. I encourage you to complete this process as soon as you are able.

As promised, the Profit and Loss statement for CMB Investment Group A will be posted no later than the end of July, 2008.

Please check this website so that we may be able to keep you updated on your investment.

Once again, congratulations and I look forward to working with you.

Warm Regards,

Patrick F. Hogan, President
CMB Export, LLC

(b)(4)

CMB EXPORT LLC A Federally-Designated Regional Center

Member Executive Order 13638, August 17, 2005. 15 USC 6361-6365. Public Law 109-135, January 12, 2006.



*CMB Export, LLC
General Partner*

*Patrick F. Hogan
President*

*William F. Hurley
Executive Director*

August 1, 2008

CMB Investment Group A Newsletter

Congratulations again to all investors! We hope you are still as excited about the 100% approval rating as we are.

CMB Investment Group A, LP (Group A) funded \$5 million to the Inland Valley Development Agency (IVDA). Because of this investment the road construction project has already been completed and the environmental studies for the hard cap facility are nearly finished. The projects are progressing nicely. The Stater Bros. facility to whom we attribute much of our jobs to has already begun to employ well over 1,400 at the warehouse and distribution site alone.

CMB Investment Group B, LP (Group B) is a \$7 million investment with the IVDA that consists of road improvements providing additional access to the former base, construction of a new bridge over the Santa Ana River, and a new parking facility. Group B is fully subscribed and all filed I-526 petitions have been approved.

CMB is currently offering our third partnership which is CMB Infrastructure Investment Group I, LP (CMBIIGI). The structure of CMBIIGI is a little different than Group A and Group B as it has two components, one with the IVDA and the other with the master developer at the former McClellan Air Force Base in Sacramento, California. This partnership consists of foreign investors contributing \$20 million for a partnership subscription of 40 investor units. The \$20 million in foreign investor capital is combined with \$76.85 million

of private, public, and government funds. The investment is over half subscribed as of this date. The IVDA has requested \$14 million in capital from CMB as part of the \$74.25 million project for the construction of a new airport facilitates. These facilities include: development of new hangars and other airfield facilities, phase II of the Mountain View Avenue Bridge construction project, improvements to interior roadways, and new infrastructure to support the new Fixed Base Operator executive/charter air service terminal. McClellan Park has requested \$6 million from CMB as part of a \$22.6 million dollar project for roadway infrastructure improvements, storm drainage infrastructure improvement, landscaping improvements, sanitary sewer infrastructure improvements, and construction of new commercial 50,000 square foot office building as the first phase of a new flex office business park.

Since this current project has been filling so quickly with investors, we have started work on our next partnership, CMB Infrastructure Investment Group II. This partnership will also involve investments with the IVDA and McClellan Park and possible the Sacramento Army Depot.

The Profit and Loss statement and your capital account information have been posted to the Partnership Documents section of your personal website page. Also, this website is a great form of communication for us to keep in touch. And remember, taxes will be due at the end of the year so apply for your Social Security Number or Identification Number if you have not already done so. Once you receive your Number please provide it to us or have your attorney provide it to us.

Good luck with your consular interview or your adjustment of status! Remember, CMB is constantly growing and we would appreciate any referrals you can provide.

The Staff of CMB Export, LLC

CMB EXPORT LLC *A Federally Designated Regional Center*

Market Executive Offices: 4501 Air Avenue, Suite 1000, Little Rock, AR 72207 Phone: 501.771.1101 Fax: 501.771.1102

April 17, 2008



Group B Newsletter

*CMB Export, LLC
General Partner*

*CMB Export, LLC
General Partner*

*Patrick F. Hogan
President*

*William F. Hurley
Executive Director*

All investor I-526 petitions that have been filed for CMB Investment Group B have been approved by the USCIS. Congratulations to everyone!

Please check back for further updates when Pat Hogan, President of CMB Export, LLC returns from China.

The Staff of CMB Export, LLC



CMB EXPORT LLC *A Federally-Designated Regional Center*

Midwest Executive Offices 4507 49th Avenue, Moline, Illinois 61265 Phone: 309-797-1550 Facsimile: 309-797-1655

Dear Group B Investors,

Congratulations on your recent I-526 approval! All filed petitions have received approvals from the USCIS. I would like to thank you for your continued confidence and I look forward to working with you as a limited partner of CMB Investment Group B.

As you may have noticed, the tax documents you received in your envelope are available for download. The letter for you to claim exemption 1(d) for the Form W-7 will be posted and available for download by May 16, 2008. I encourage you to complete this process as soon as you are able.

As promised, the Profit and Loss statement for CMB Investment Group B will be posted no later than the end of July, 2008.

Please check this website so that we may be able to keep you updated on your investment.

Once again, congratulations and I look forward to working with you.

Warm Regards,

Patrick F. Hogan, President
CMB Export, LLC

(b)(4)

CMB EXPORT LLC A Federally-Designated Regional Center

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*CMB Export, LLC
General Partner*

*Patrick F. Hogan
President*

*William F. Hurley
Executive Director*

August 1, 2008

CMB Investment Group B Newsletter

Congratulations again to all investors! We hope you are still as excited about the 100% approval rating as we are.

CMB Investment Group B, LP (Group B) funded \$7 million to the Inland Valley Development Agency (IVDA). The projects are progressing nicely. Improvements to Leland-Norton Way are nearly complete, engineering and environmental studies for the bridge over the Santa Ana River have been commenced, and grading and surface preparation for the parking facility has begun. The Stater Bros. facility to whom we attribute much of our jobs to has already begun to employ well over 1,400 at the warehouse and distribution site alone.

CMB Investment Group A, LP (Group A) is a \$5 million investment with the IVDA that consists of a hard cap of the former military base landfill for a cargo container and semi-trailer staging facility. A portion of the funds also went to improvements to the roadway access and outlet to the hard cap and Stater Bros. facility and road improvements for access to the Stater facilities and main roadway arteries. Group A is fully subscribed and all I-526 petitions have been filed and approved.

CMB is currently offering our third partnership which is CMB Infrastructure Investment Group I, LP (CMBIIGI). The structure of CMBIIGI is a little different than Group A and Group B as it has two components, one with the IVDA and the other with the master developer at the former McClellan Air Force Base in Sacramento, California. This partnership consists of foreign investors contributing \$20 million for a partnership