DCN: 11410

103-06A – RH10 – State Input (CT)
Regional Hearing – July 6, 2005 – Boston, MA
BRAC COMMISSION – 2005
COFF: _____ DISPOSITION: Permanent

SUBASE NL

The Case for Naval Submarine Base New London

Defense Base Closure and Realignment Commission

Regional Hearing

Boston, MA

July 6, 2005

SUBASE NL

Introduction

Governor M. Jodi Rell, U.S. Senator Christopher Dodd

DCN: 11410

- Governor M. Jodi Rell
  - Welcome/Introductions
  - Value of SUBASE NL to Connecticut
- U. S. Senator Christopher Dodd
  - Value of SUBASE NL to nation
  - Unsettled SSN force level
  - Closure would restrict flexibility to support future SSN force

Presentation Overview

SUBASE NL

Introduction
Governor M. Jodi Rell, U.S. Senator Christopher Dodd

Video Presentation

Strategic Arguments
Vice Admiral Al Konetzni, George Sawyer, U.S. Senator Jack Reed, John Casey

Military Value, Costs/Savings (Criteria 1-5)
John Markowicz, Gabe Stern

Other Considerations (Criteria 6-8)
Commissioner James Abromaitis, Jeff Blodgett, Commissioner Gina McCarthy

Summary of Arguments
U.S. Representative Rob Simmons

A-10 Presentation
Brigadier General Thaddeus Martin

Conclusion
U.S. Senator Joseph Lieberman

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SUBASE NL

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Closure of SUBASE NL

SUBASE NL

VADM Al Konetzni, USN (Ret.)

- Based on questionable SSN force level analysis
- Irreversible when final SSN force level determined
- Impacts strategic flexibility: SUBASE NL subs deploy to Pacific/SW Asia
- Destroys synergistic benefits from multiple submarine activities

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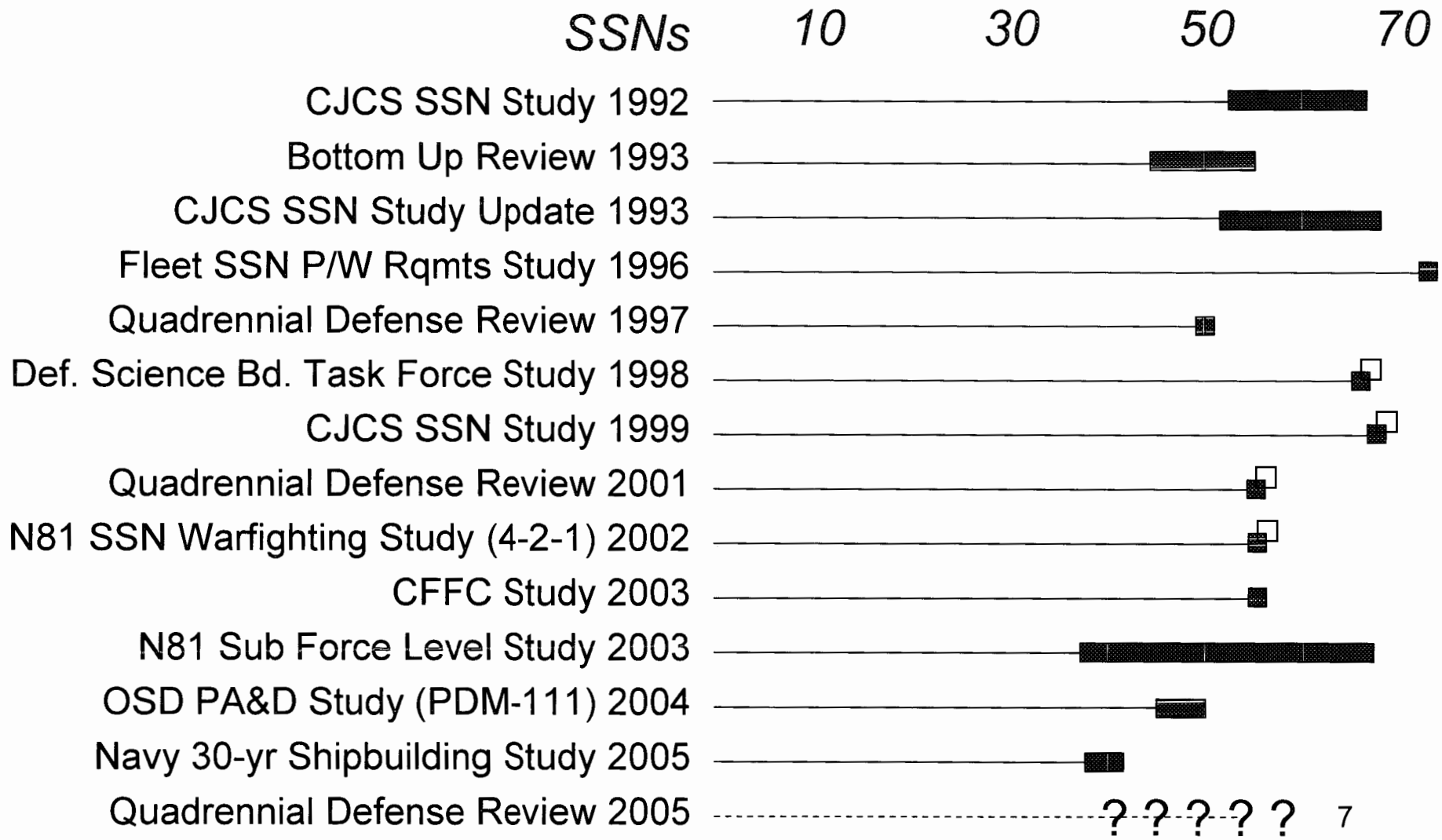
SSN Force Level Studies

SUBASE NL



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SUBASE NL - Electric Boat Partnership

SUBASE NL

John P. Casey

DCN: 11410

BRAC 2005

Dynamic Environment

- Three critical strategic issues facing nation
  - –Submarine force structure
  - –Shipbuilding Industrial Base health and configuration
  - –BRAC and QDR process and outcome

SUBASE NL - Electric Boat Partnership

SUBASE NL

- Electric Boat strength - three synergistic business areas
  - Engineering and Design
  - New Construction
  - Overhaul and Repair
- Three common denominators
  - Product
  - Performance
  - People

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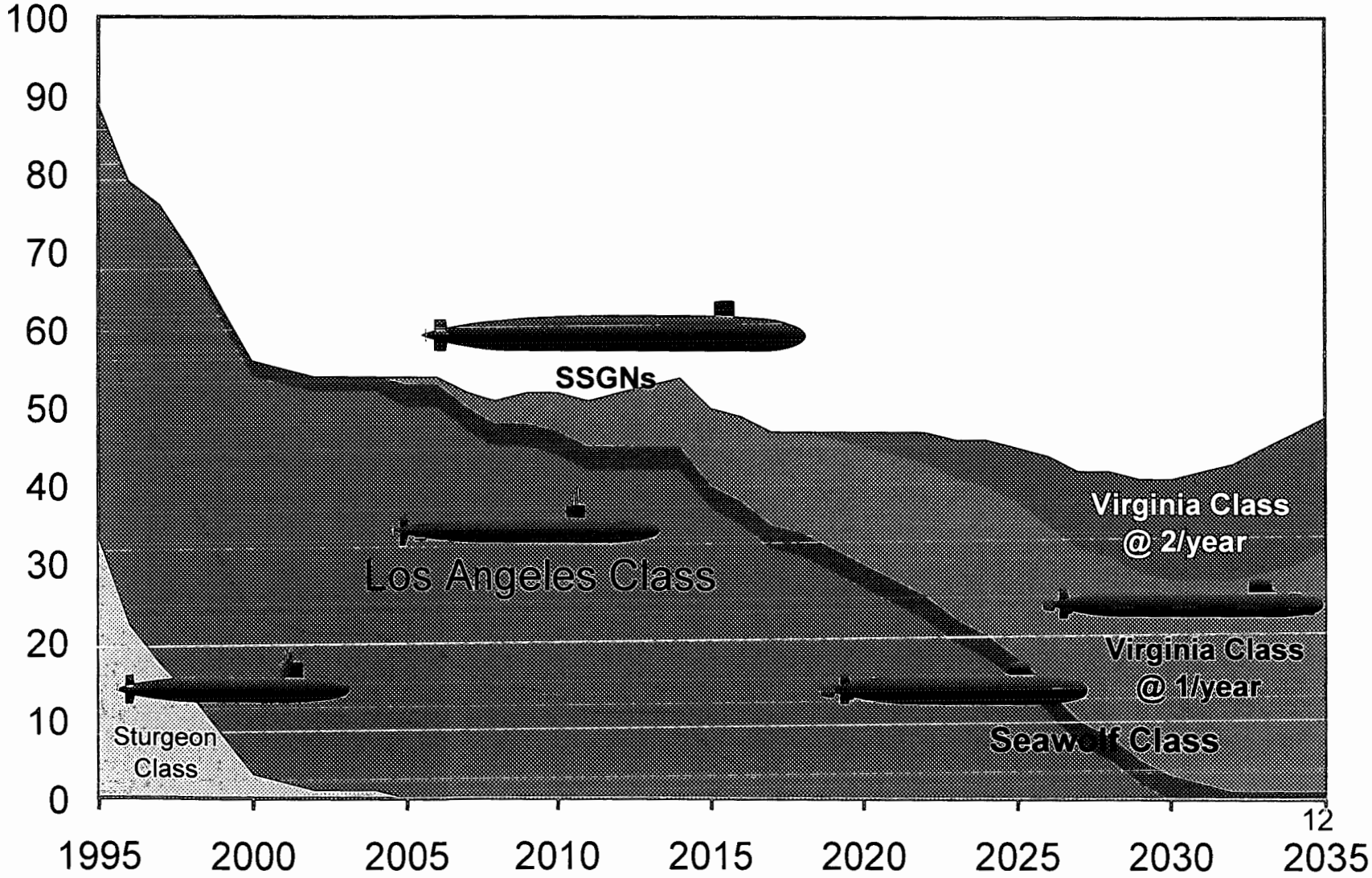
Product

Attack Submarine Force Structure

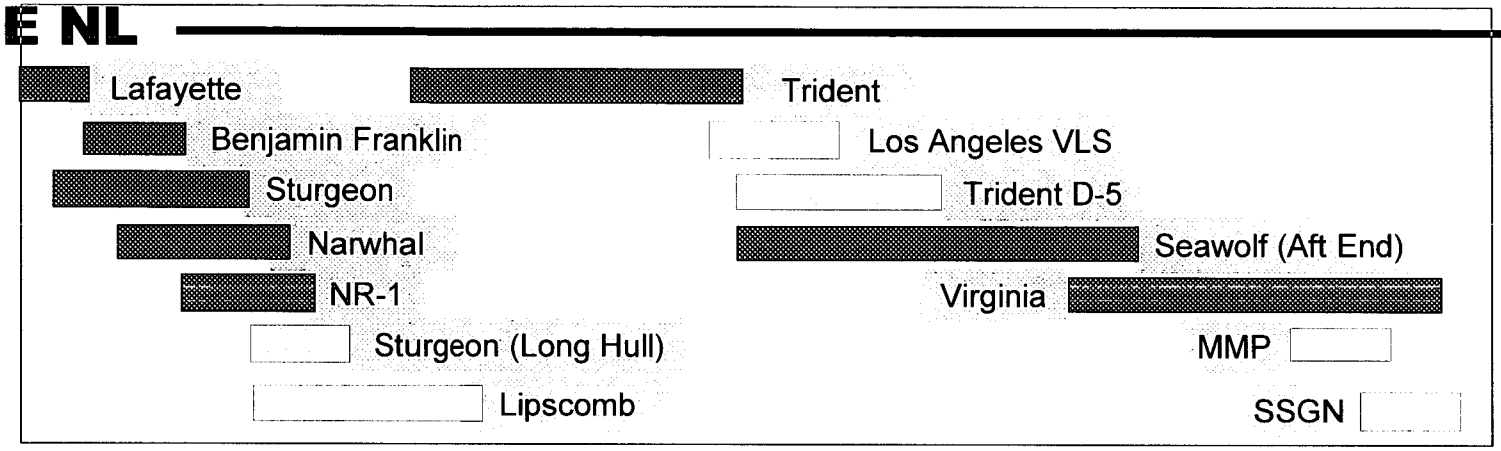
SUBASE NL

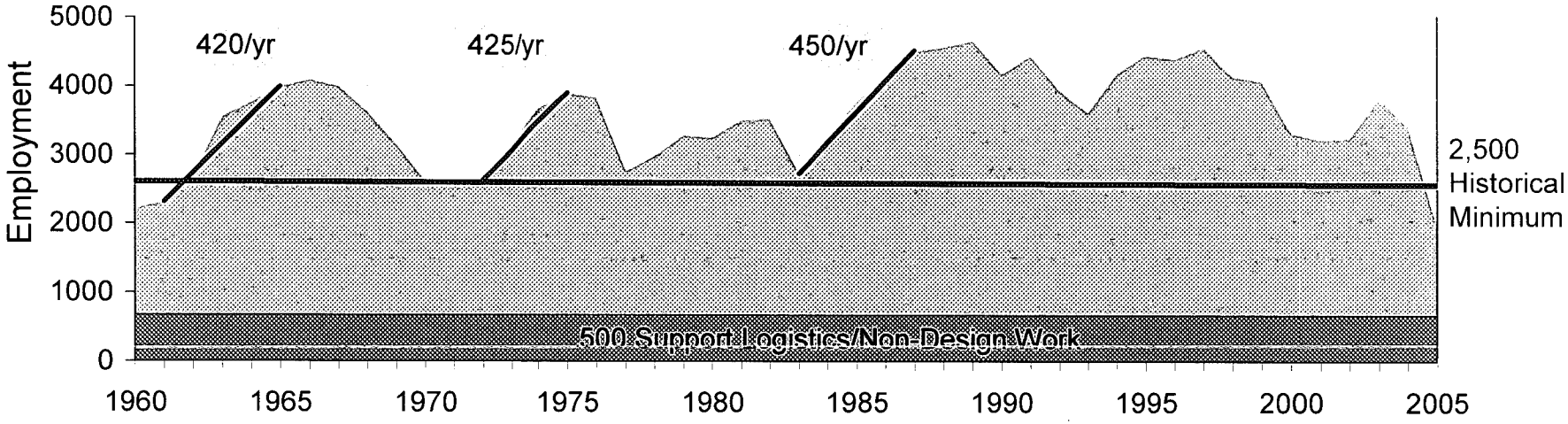


Product

Submarine Design History

SUBASE NL





Co-location of Electric Boat and SUBASE NL Provides Pool of Experienced Workers Familiar with Nuclear Submarine Culture and Requirements

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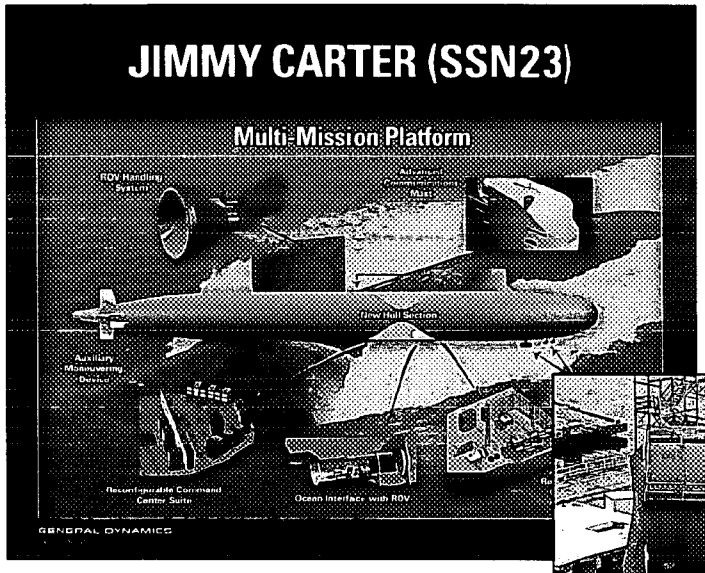
Product

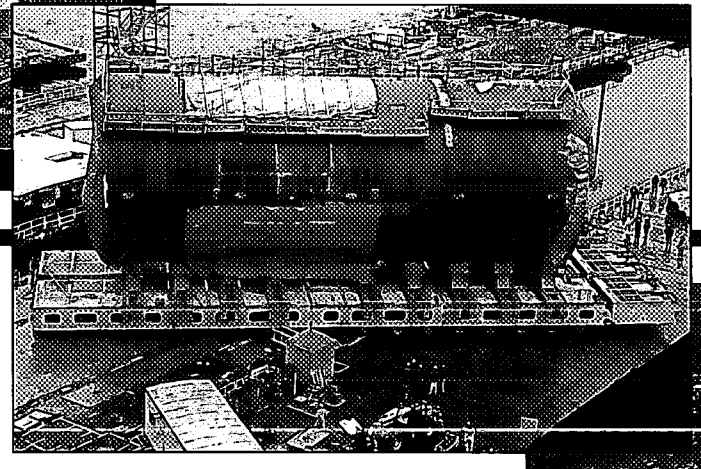
USS Jimmy Carter (SSN23)

SUBASE NL

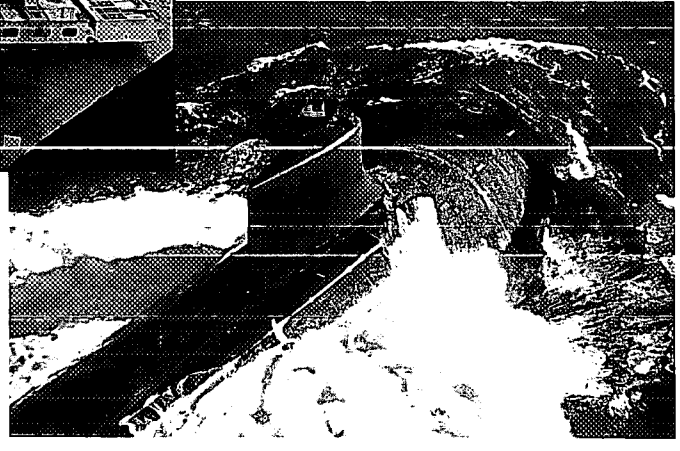
DCN: 11410



2000



2005



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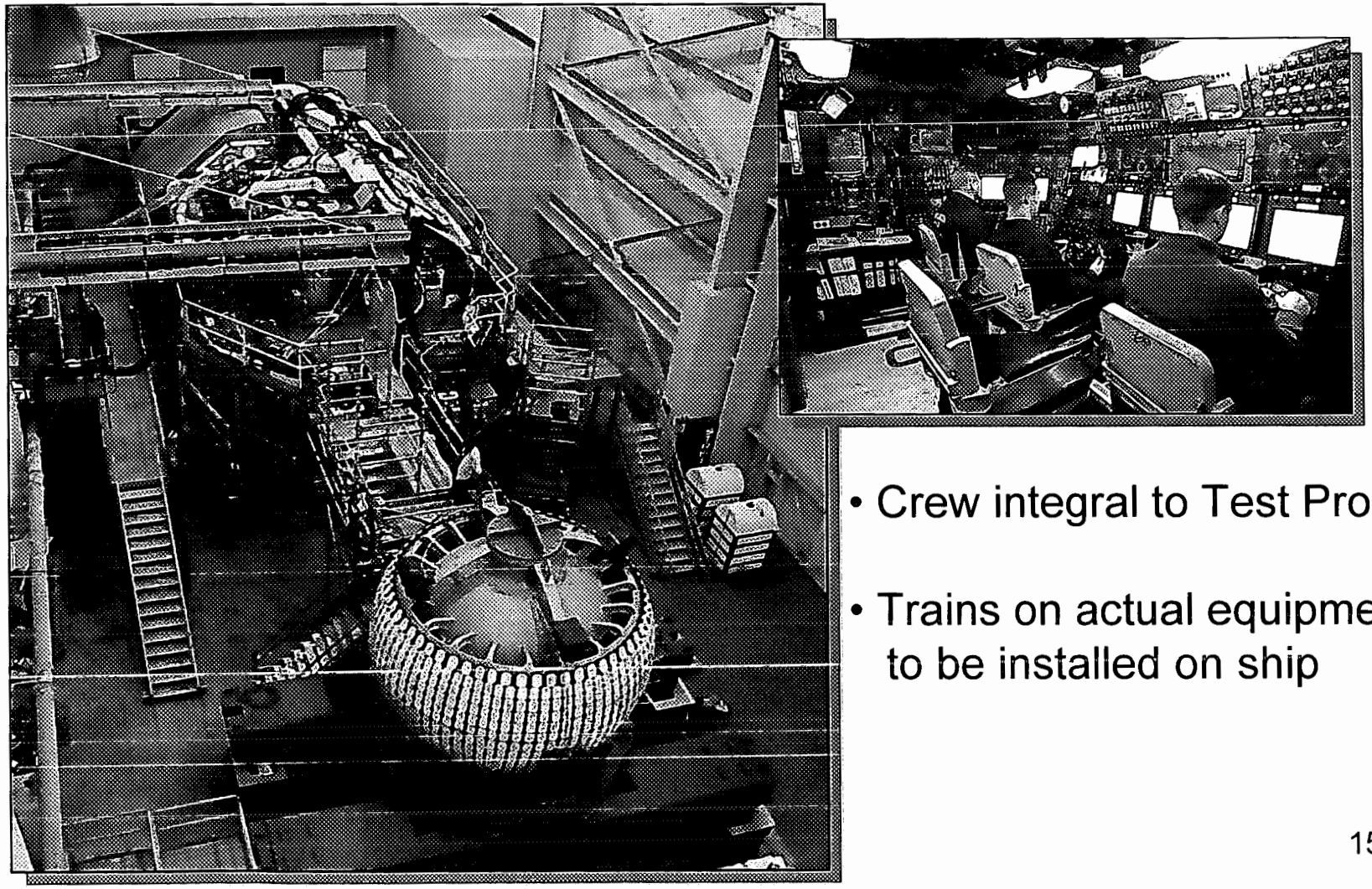
SUBASE NL

Product

Virginia Program - COATS



- Crew integral to Test Program
- Trains on actual equipment to be installed on ship

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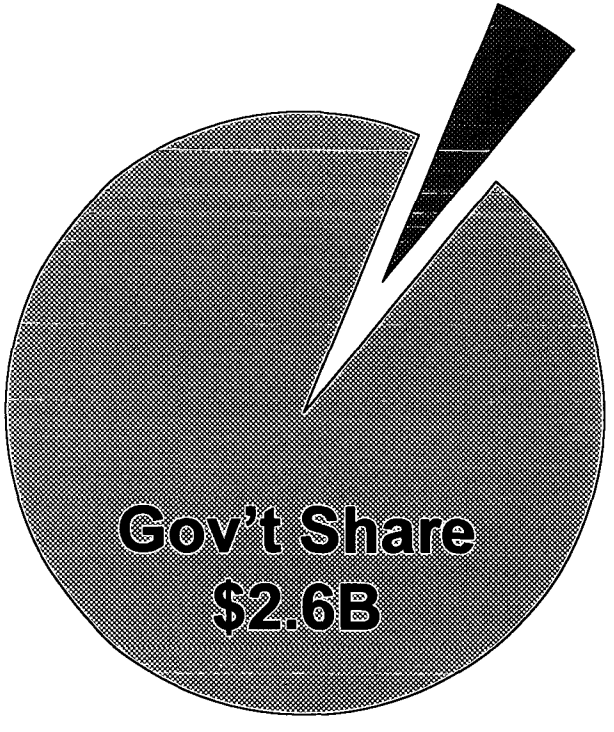
SUBASE NL

Performance

Overhead Cost Control



EB Share
$100M

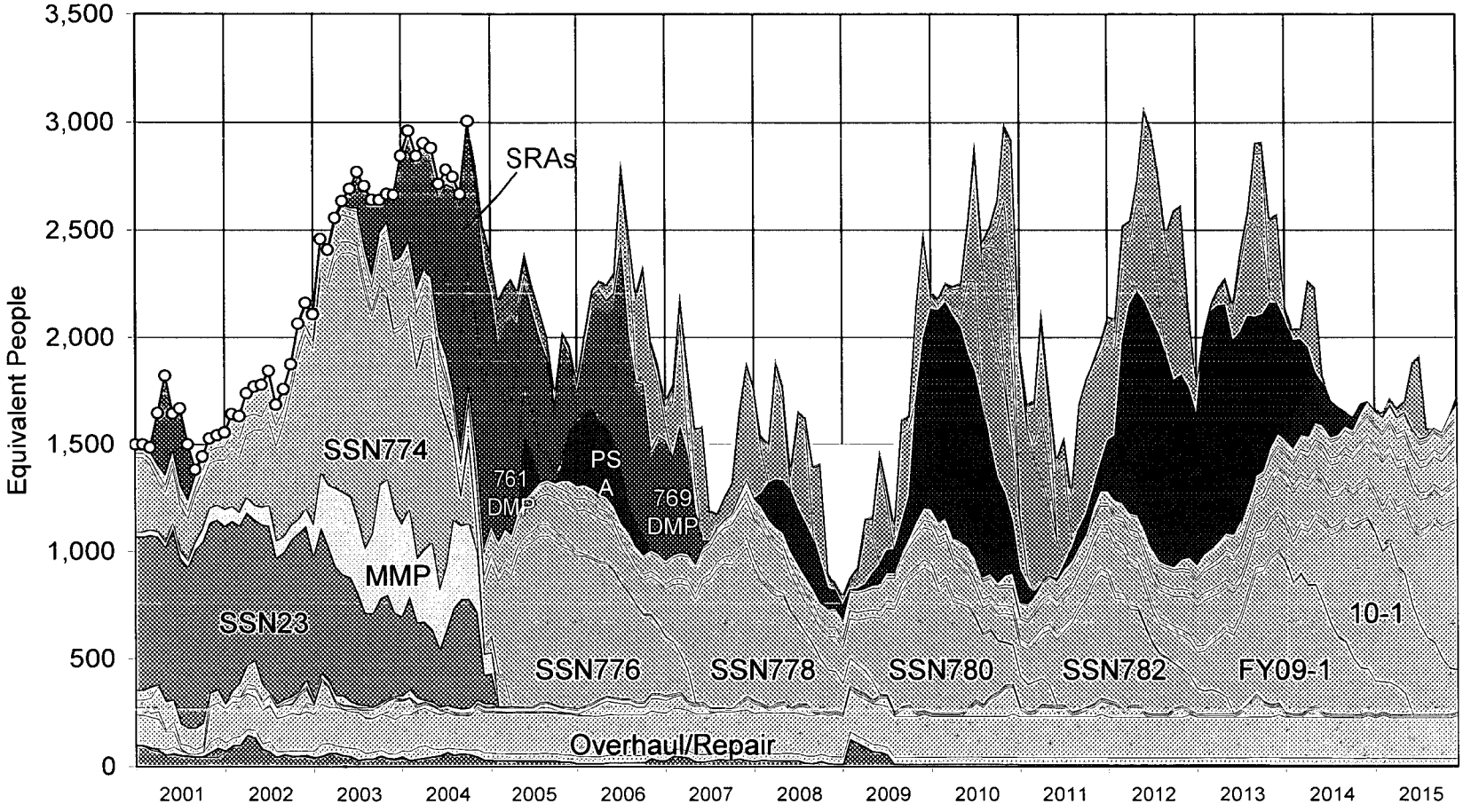
Electric Boat Reengineering
$2.7B in Cost Savings from 1993 to 2010 —
Over 95% Accrue to USN

PCN: 114

Performance

Overhaul & Repair Provides New Construction Savings

SUBASE NL



2001 – 2004 Additional Volume Absorbed $100M in Overhead Cost
2005 and Future: $50M/yr in Overhead Savings on New Construction

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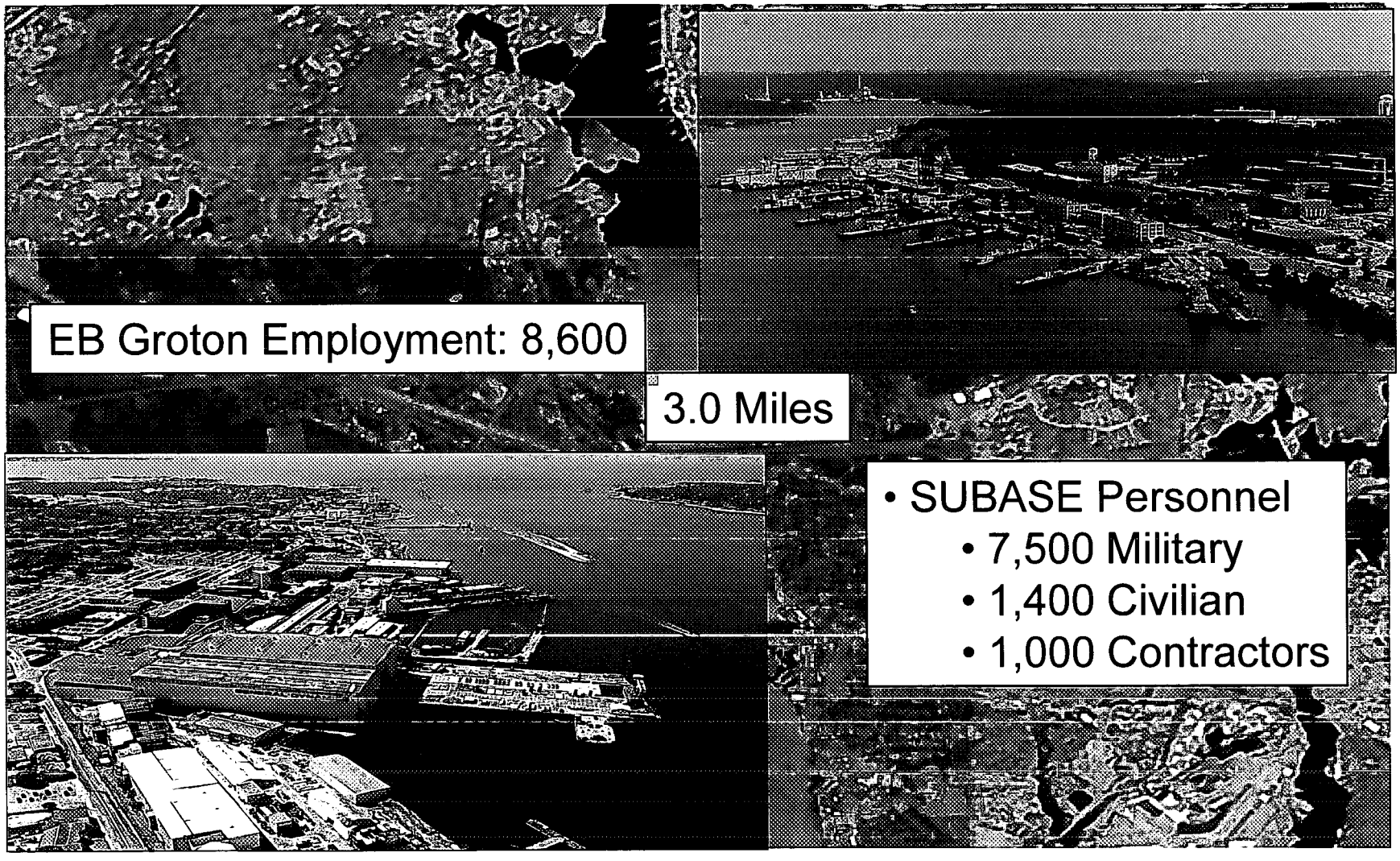
People

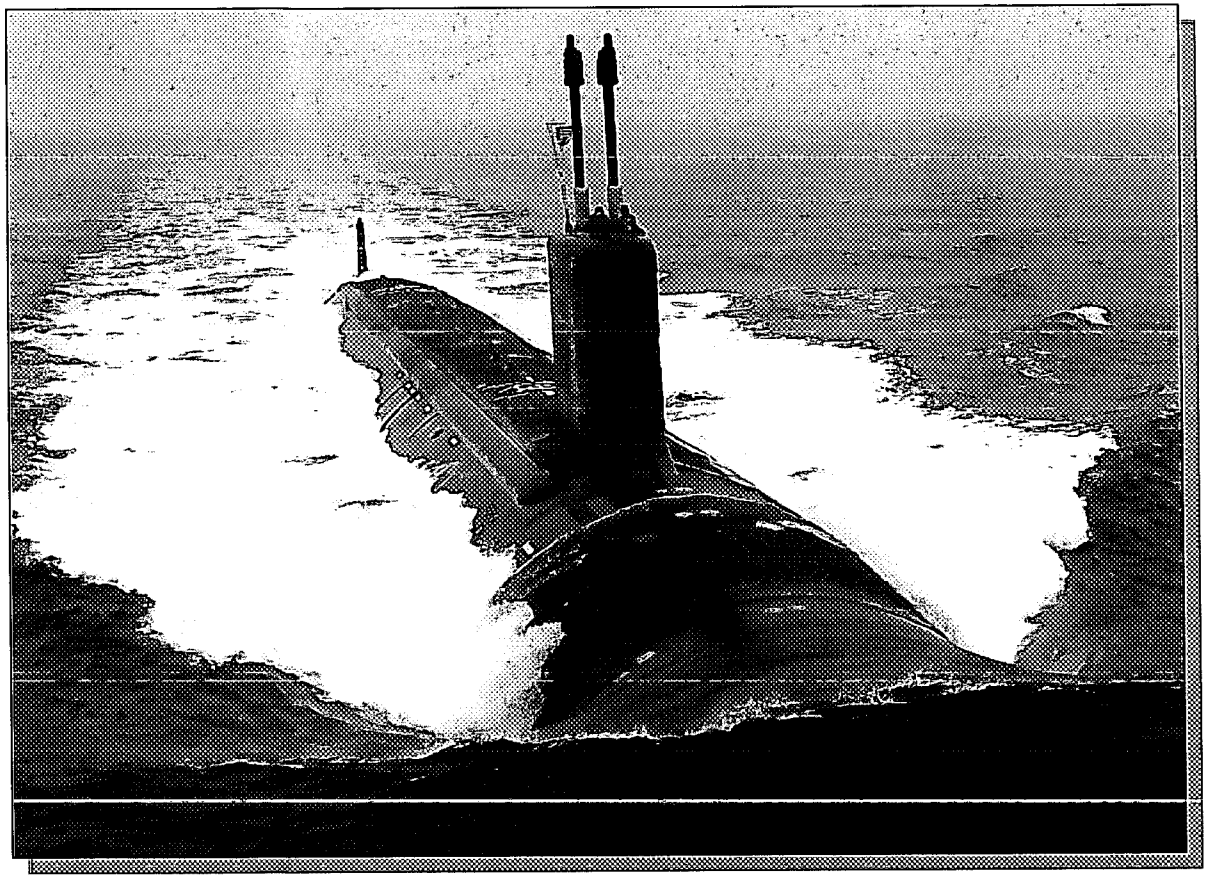
Electric Boat / SUBASE Synergies

SUBASE NL



SUBASE NL

Summary



Product — Performance — People

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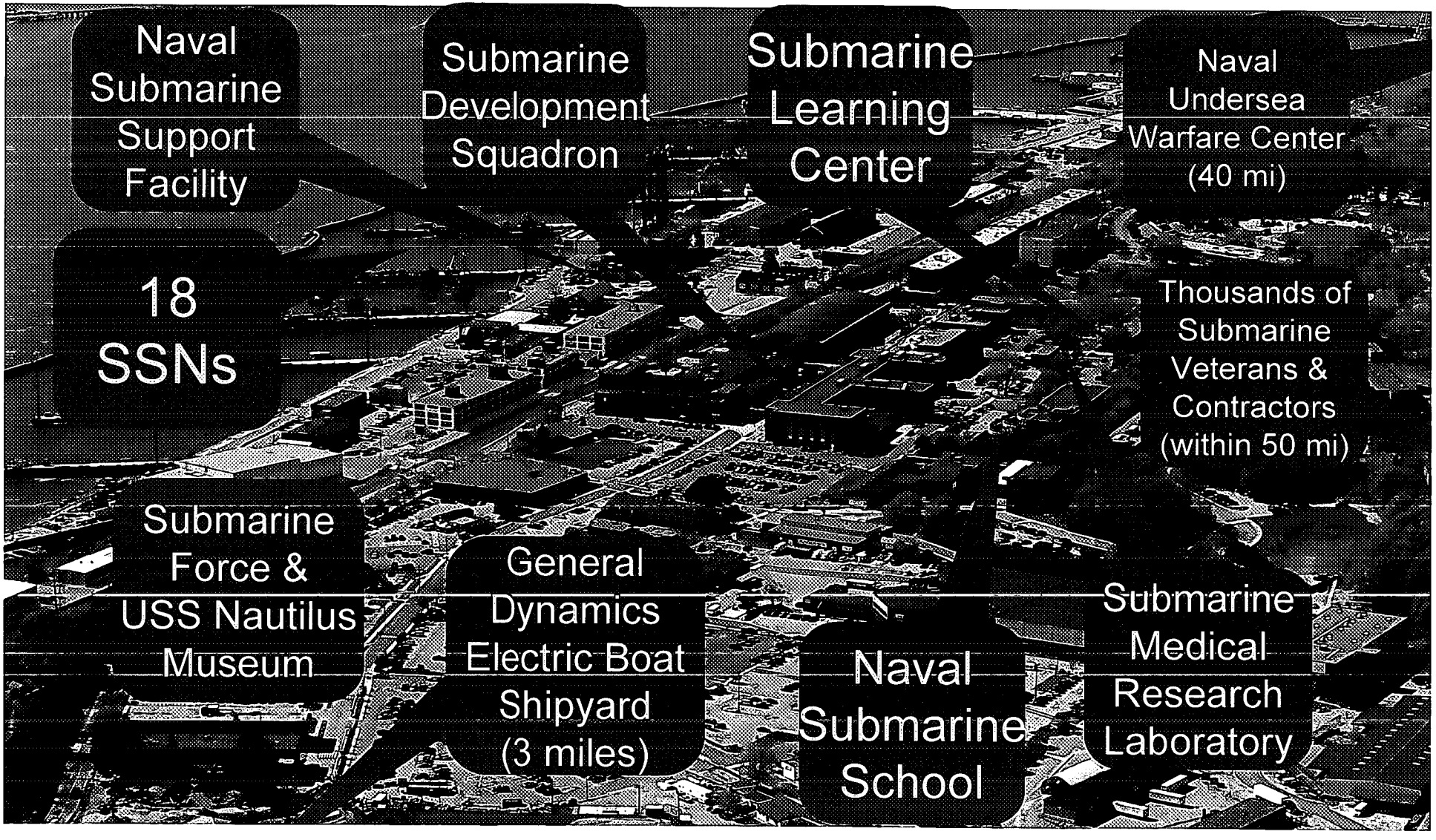
DCN: 11450

Cultural Heart of the Submarine Force

SUBASE NL

George Sawyer



Multi-Dimensional Partnership

SUBASE NL

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"Greater New London Regional Complex" Develops/Constructs All Elements of World's Finest Submarine Force

- **Technology**
- **Submariners**
- **Submarines/life-cycle support systems**
- **Operational employment tactics**

And

All within a 50 mile radius

All Mutually interdependent/reinforcing

With SUBASE NL at its center

Unique Military + Industrial + Educational Complex =

World's Finest Submarine Force

SUBASE NL

Disastrous Impacts of Closure

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- Unquantifiable
  - Culture of innovation (SUBASE NL/NUWC) degraded
  - Regional civilian submarine expertise lost
  - Strategic flexibility restricted
- Quantifiable
  - Reduction in Electric Boat repair volume will increase EB new construction costs

Adverse Effects on Undersea Superiority/Industrial Base

BCN: 1410

SUBASE NL

Impact on New SSN Construction

New SSN Construction Cost & SSN Life-Cycle Support Are Interdependent

- Navy/EB recognized this in 90's & planned accordingly
- At current/planned new construction rates, loss of SUBASE NL will add significant costs to new SSN construction at EB due to:
  - Unabsorbed overhead ($30M - $50M/yr)
  - Loss of flexibility in leveling skilled trade activity

QuickTime™ and a
TIFF (Uncompressed) decompressor
are needed to see this picture.

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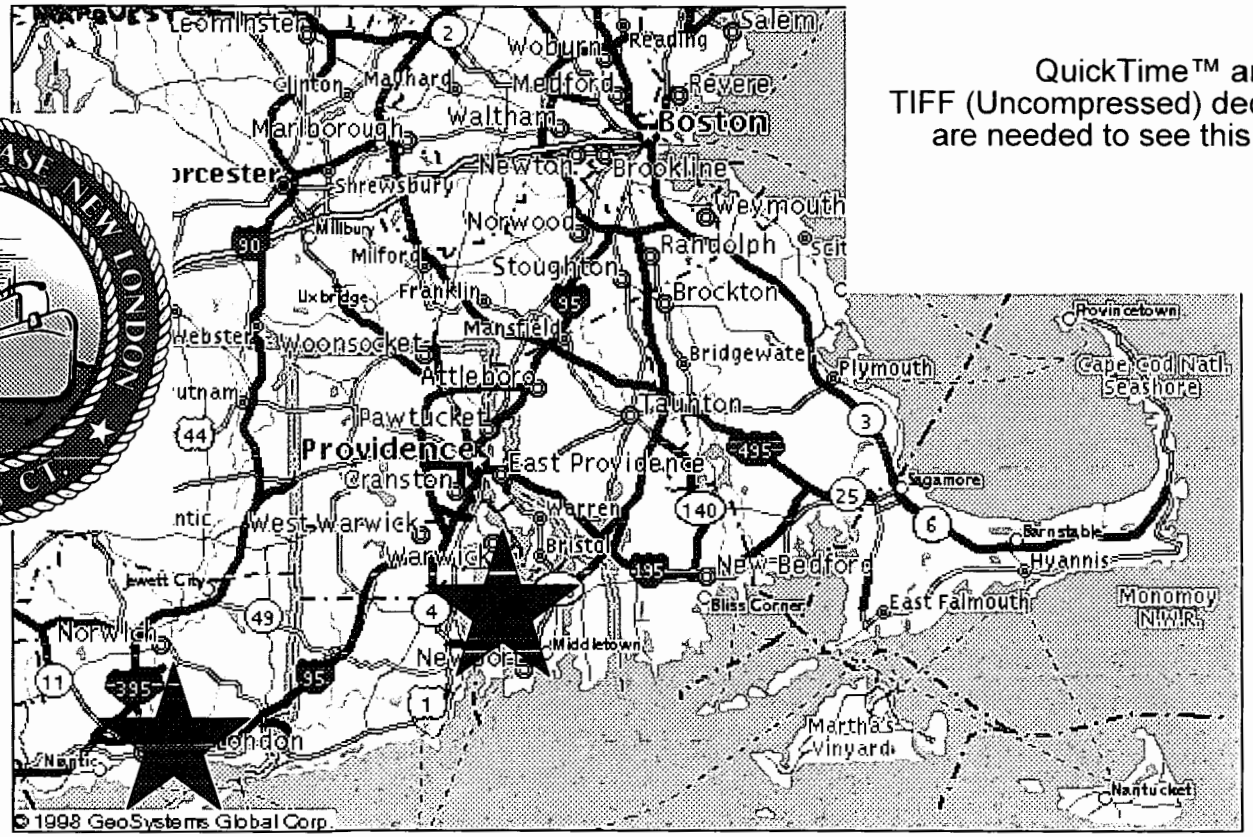
Naval Undersea Warfare Center

SUBASE NL

U. S. Senator Jack Reed

Proximity → Collaboration → Innovation



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Military Value, Costs/Savings

SUBASE NL

John Markowicz, Gabe Stern

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We Will Demonstrate

- Substantial deviations from BRAC selection criteria
- Substantial deviation from force structure plan (GAO Report)
- Military value calculations flawed
- Capacity analysis flawed
- Configuration analysis flawed
- Costs understated
- Savings overstated
- Environmental and economic impacts understated

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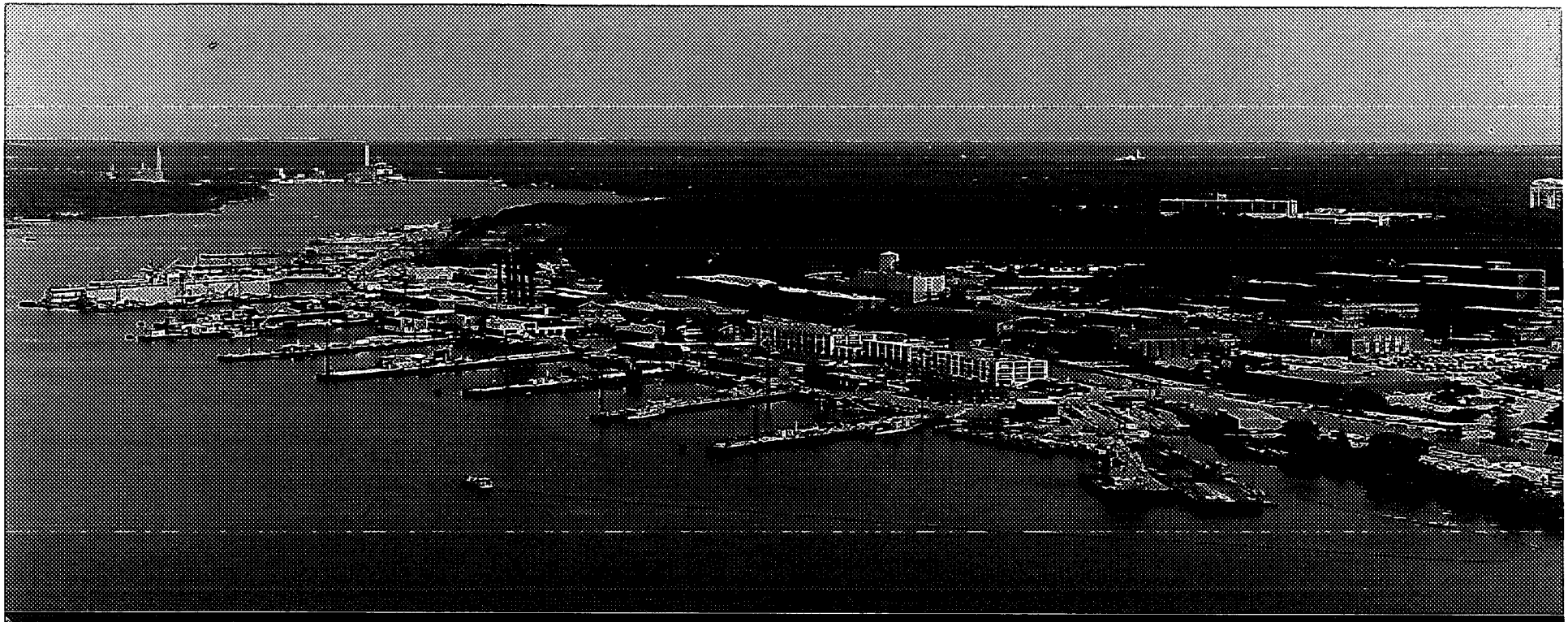
Military Value

SUBASE NL

John Markowicz



Today: 18 SSNs on 10 Piers + Sub School

SUBASE NL

Defense Base Realignment and Closure Act of 1990

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Public Law 101-510, as amended by National Defense Authorization Act of Fiscal Year 2003, specifies:

- Sec. 2901(b): a "fair process"
- Sec. 2903(c)(3)(A): "consider all installations inside the United States equally…"

DoD Proposal

SUBASE NL

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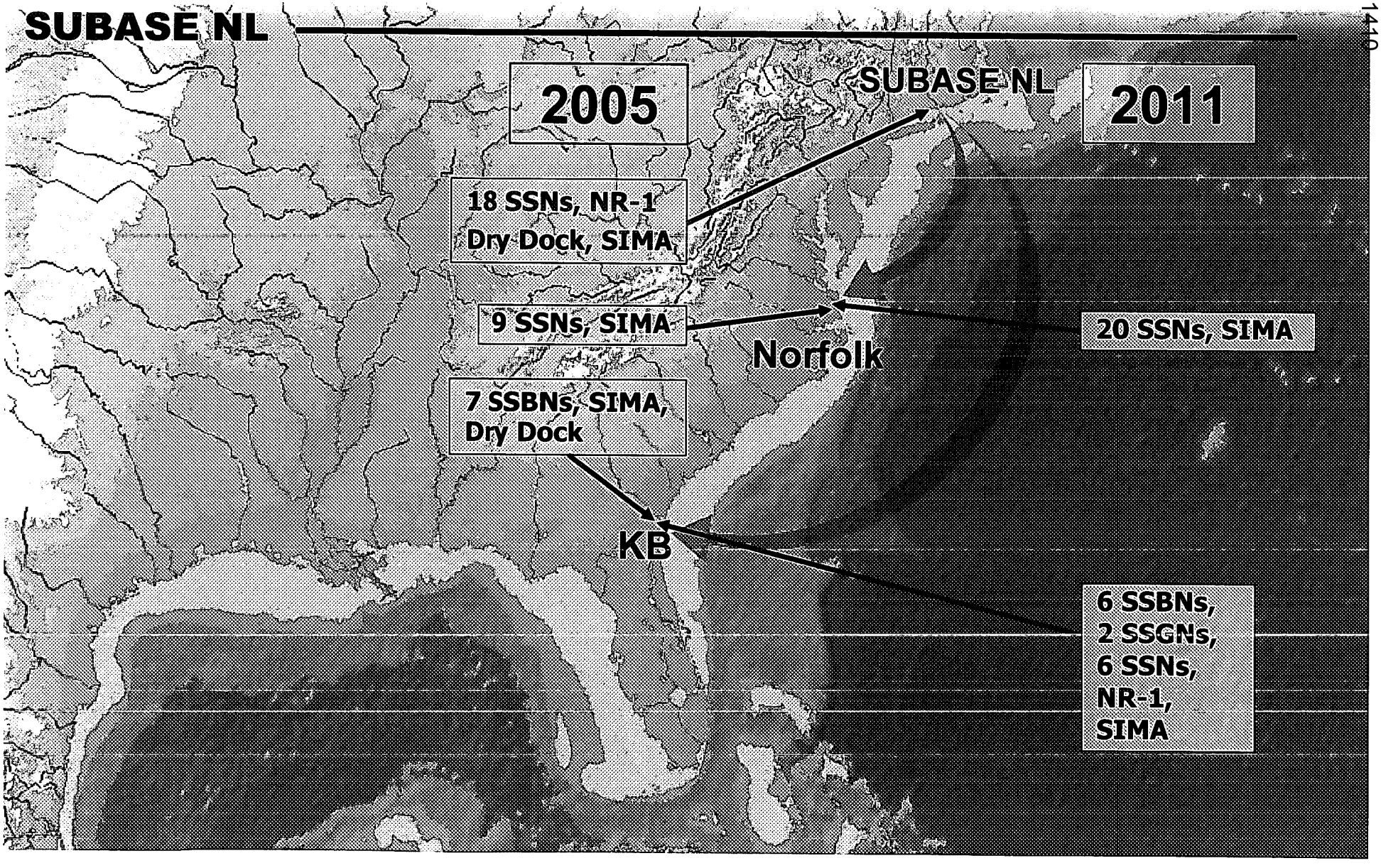
Proposed Ship Transfers

Deconstruct SSN Center of Excellence



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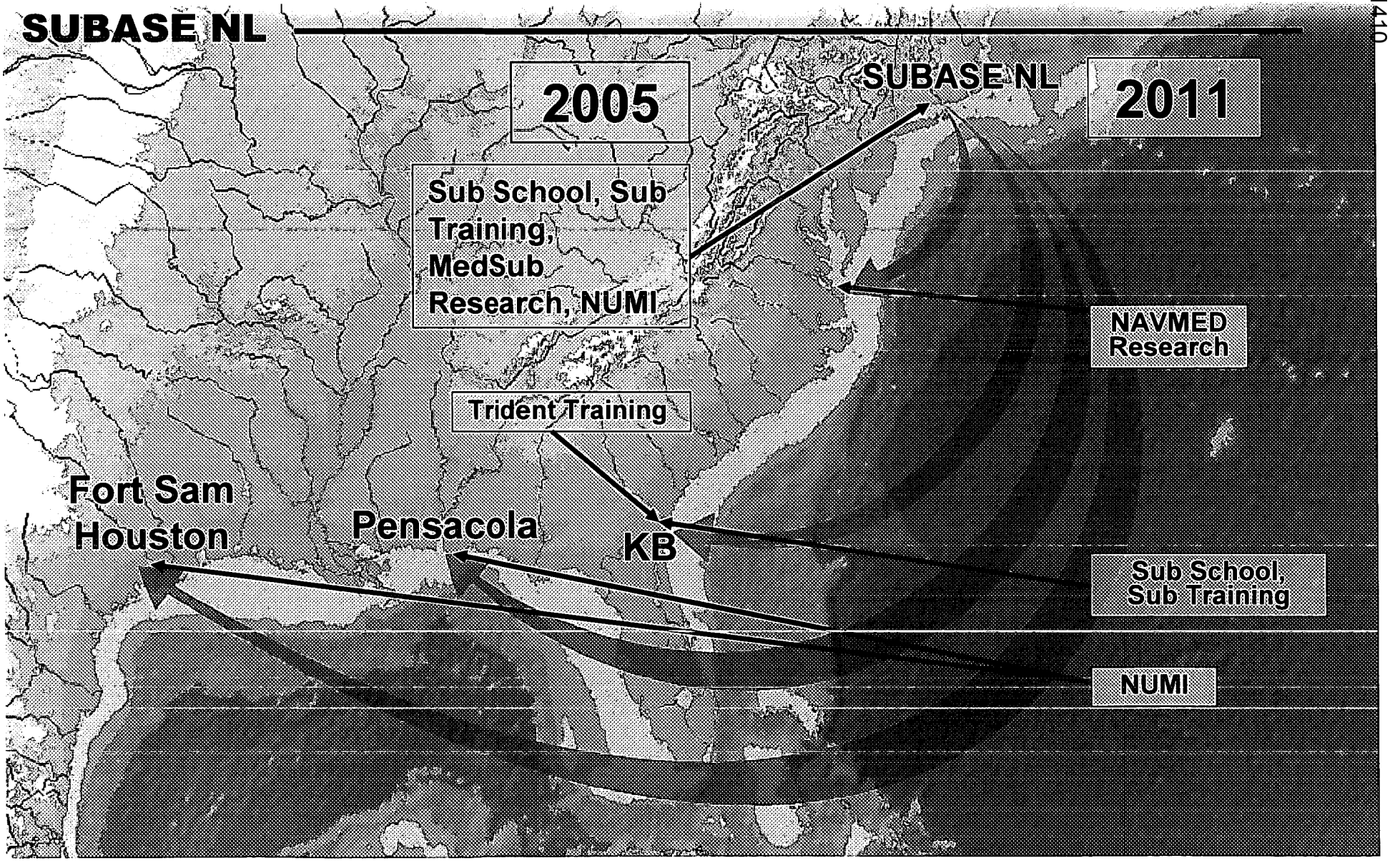
Proposed Organizational Transfers

Further Deconstruct SSN Center of Excellence



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SUBASE NL

Substantial Deviation from Criterion 1

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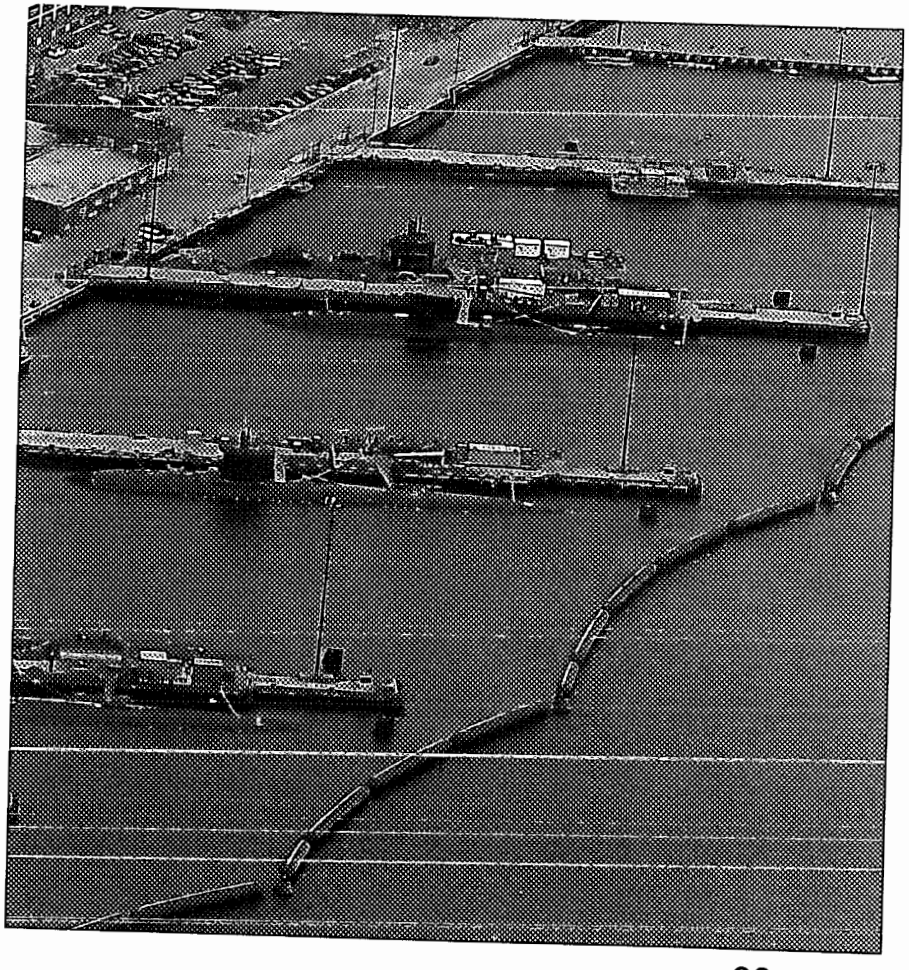
Current and Future Mission Capabilities

- Impact on operational readiness
  - CFFC opposed recommendation to close SUBASE NL
- Impact on joint war fighting, training, readiness from flawed military value scoring
  - Unique/special mission/capabilities omitted from military value evaluation
  - No jointness/value in military value scoring
  - Separation of training from 80% SSNs not considered
  - Operational training at risk during relocation

SUBASE NL

Military Value

- Process flaws led to systematic undervaluing of SUBASE NL
  - Questionable extra credit for irrelevant conditions
  - Disregarded relevant information
  - Overvalued irrelevant information
  - Inaccurate scoring occurred
- Failure to distinguish between surface and subsurface bases caused distorted results
- 10 of 14 bases with lower military value remain open



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SUBASE NL

Military Value

DCN: 11410

Questions SEA-3

- Does installation have ability to homeport SSBNs and their missiles?
  - 4.15 points arbitrary
  - 6.4% of KB military value
- CVN capability only other category awarded bonus points

No Bonus Points for Nuclear-Certified Waterfront

Military Value

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SUBASE NL

Military Value

DCN: 11410

Questions Asked, Answered and Deleted

SEA-14

List/describe any unique capabilities/missions

SEA-15

List/describe any specialized capabilities/missions

SEA-22

List any unique operational training facilities

Relevant Questions Disregarded and Led to Systematic Undervaluation of SUBASE NL

Military Value

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Military Value

SUBASE NL

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Irrelevant Questions

SEA-25

What is transit distance to anti-air warfare range?

KB 3.01 SUBASE NL 2.47

SEA-26

What is transit distance to naval gunnery range?

KB 2.41 SUBASE NL 1.62

Irrelevant Questions Overvalued and Led to Systematic Undervaluation of SUBASE NL

SUBASE NL

Military Value

Operational Training

- 9 of 11 operational training questions deal only with distance from facilities
- One question addresses capacity, but <u>only</u> of C, F, and pipeline training (50 mi)
- One question addresses small arms capacity

Sub School Operational Training Largely Ignored

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SUBASE NL

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Military Value

SUBASE NL

Questions SEA-4 and SEA-5

- Total linear feet of berthing piers/wharves in categories of Adequate – Substandard – Inadequate

KB MILVAL	1.69
KB CGE	13.5

SUBASE NL MILVAL	0.00
SUBASE NL CGE	16.25

- Total linear feet of berthing piers/wharves where construction/renovation since 1990

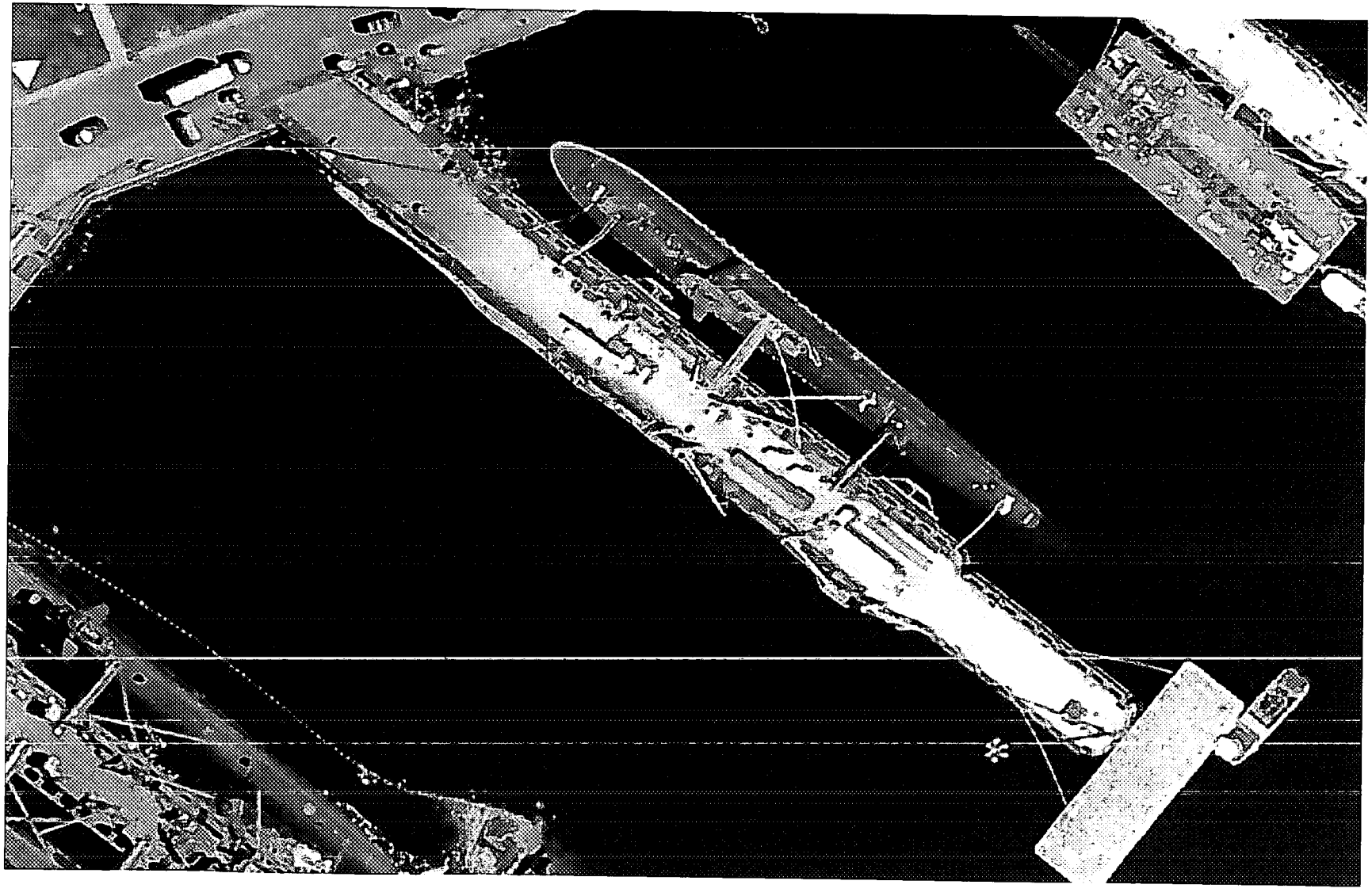
KB MILVAL	0.88

SUBASE NL MILVAL	1.01

Inaccurate Scoring?

Pier at SUBASE NL

SUBASE NL



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SUBASE NL

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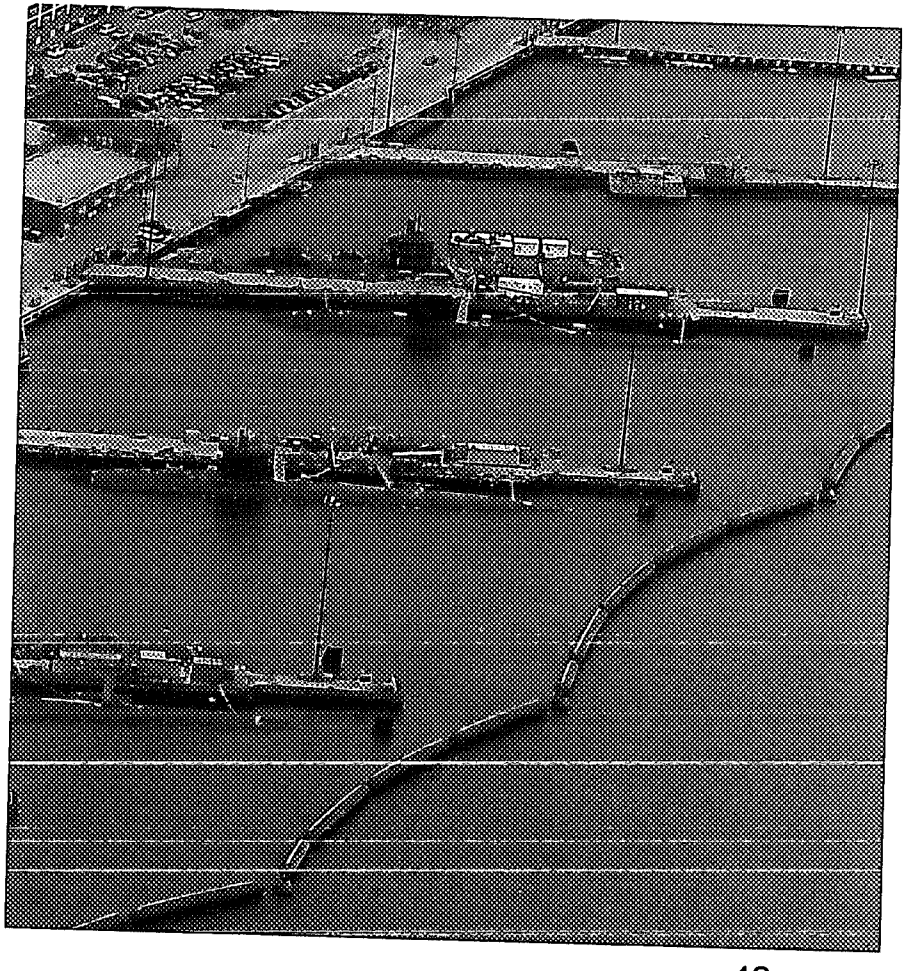

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Military Value Adjustments

SUBASE NL

Piers	1.24
Bonus	4.15
Maintenance	0.73
Deperm	0.69
Nuclear Weapons	1.55
ESQD	1.54
AAW Range	0.54
Gun Range	0.79
Distance to 50 Fathoms	0.29
Dredging	0.34
Hospital Catchment	1.01
Total Adjustments	**12.87**

SUBASE NL MILVAL	50.68
Total Adjustments	12.87
Adjusted MILVAL	**63.55**

(KB MILVAL = 63.51)

SUBASE NL Among Top 5 Surf/Sub Installations

SUBASE NL

Substantial Deviation from Criterion 2

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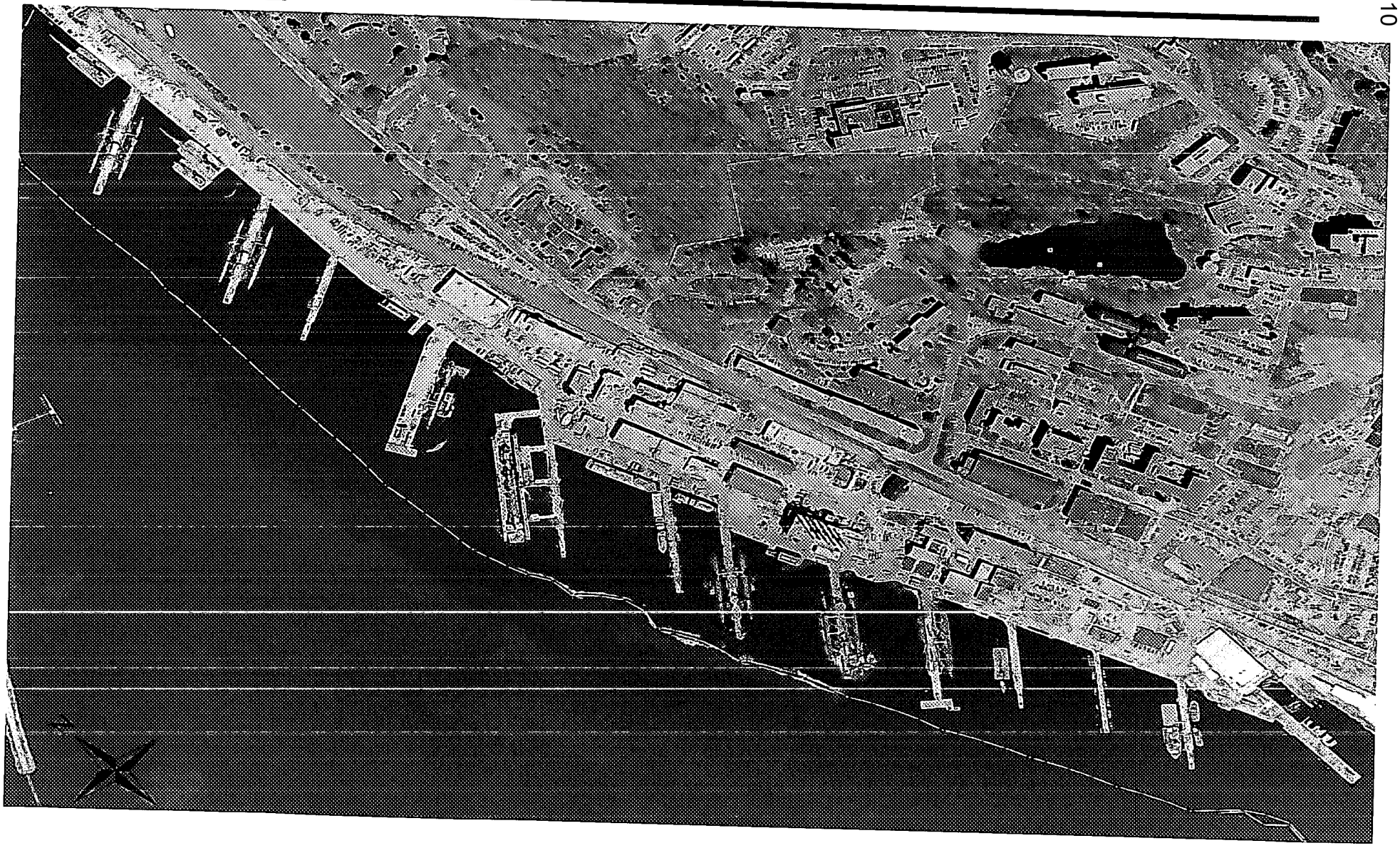
Availability and Condition of Land, Facilities

- SUBASE NL has surge capability vs. no capability
- Modern, capable piers exist vs. have to build
- No nesting at SUBASE NL vs. nesting
- Unique Sub School exists vs. have to build
- SSN maintenance facilities exist vs. have to build
- CGE standard gives distorted picture of pier capacity

Existing SUBASE NL Berthing

SUBASE NL



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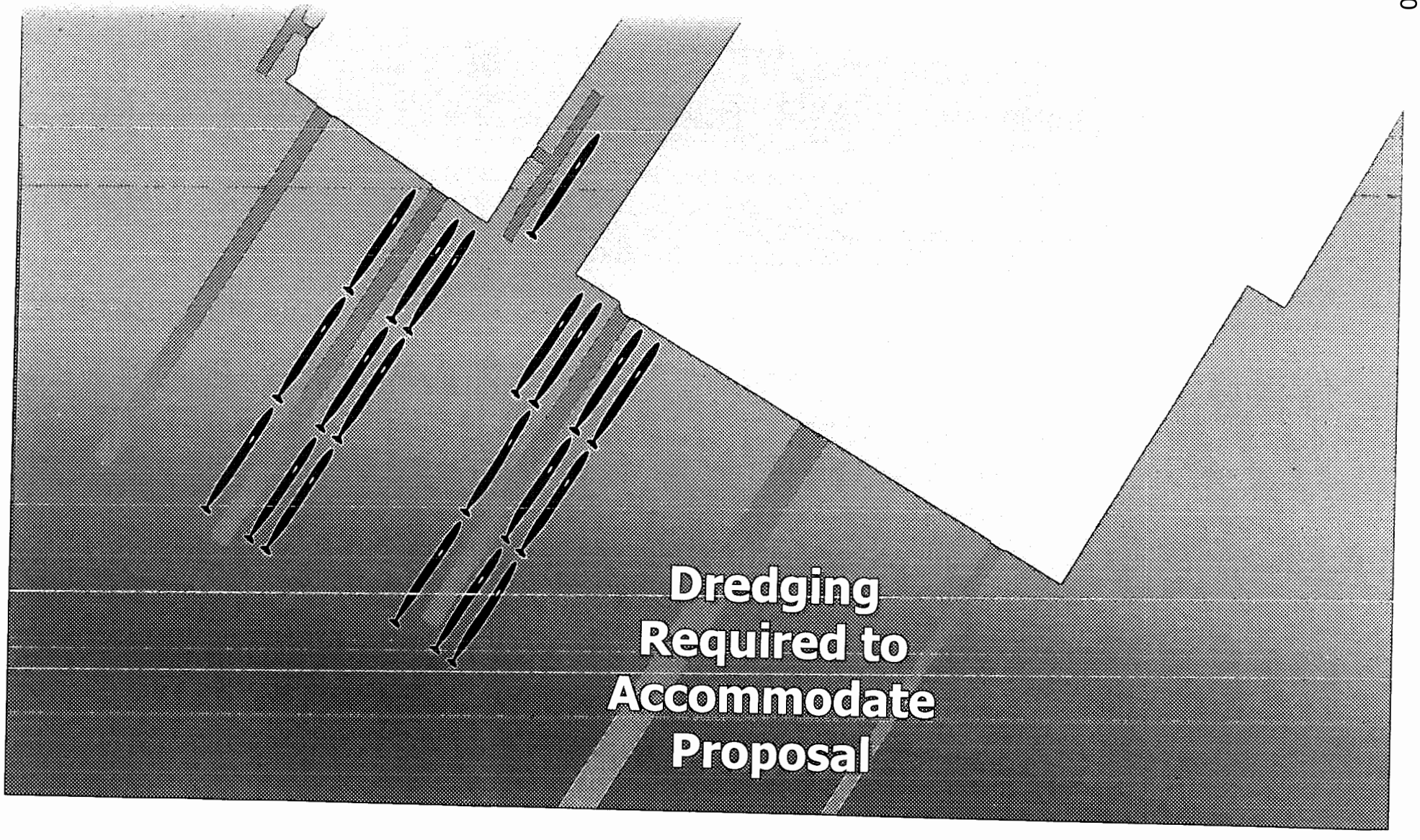
SUBASE NL

Proposed NORVA Berthing



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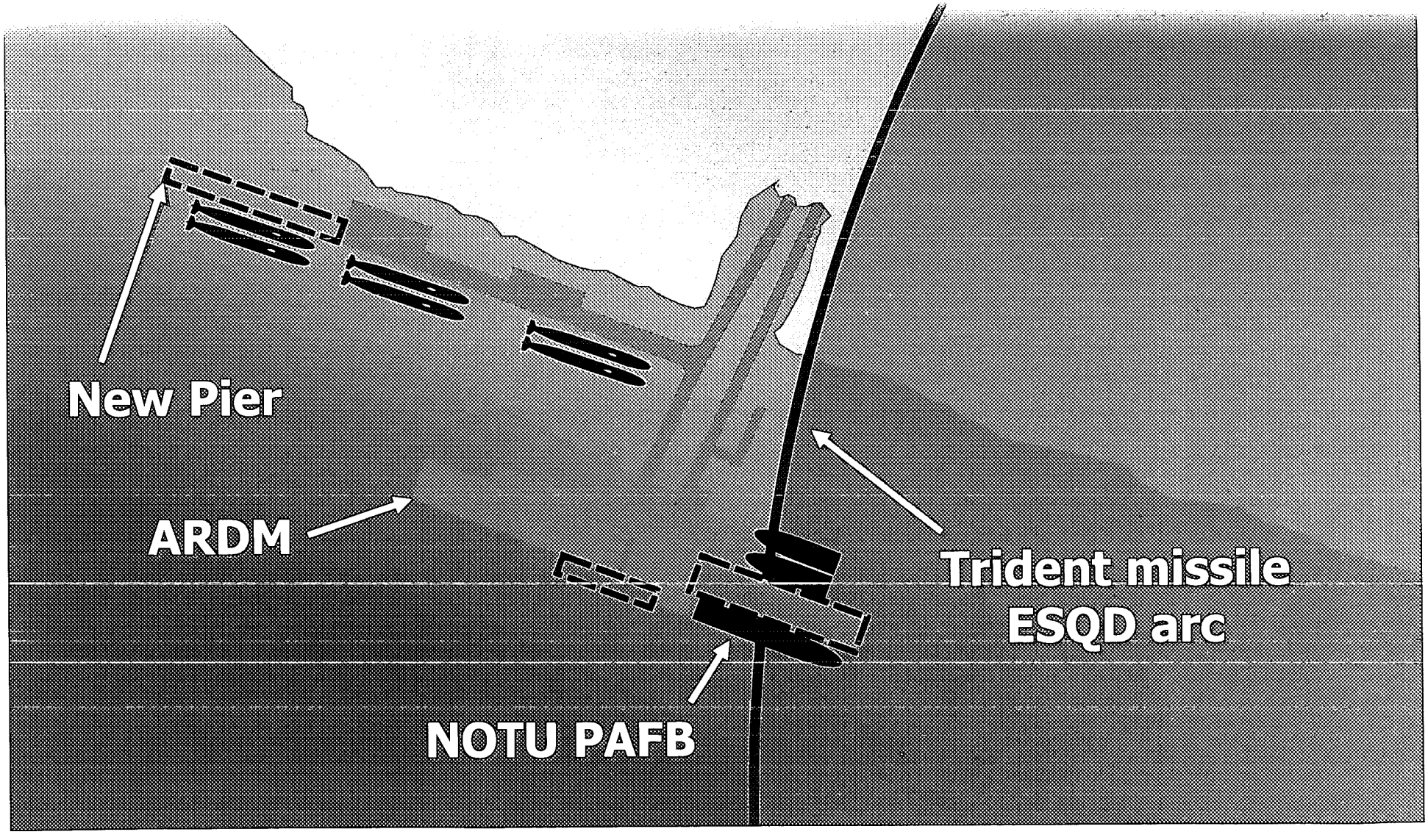
SUBASE NL

Proposed Kings Bay Berthing



SUBASE NL

Substantial Deviation from Criterion 3

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Accommodate Contingency, Mobilization, Surge and Future Force Requirements

- Undecided future submarine force structure
  - March 2005: 21% drop in SSN force level
  - Inconsistent with prior studies
- Proposal eliminates surge capacity for Atlantic SSNs
- SSN surge capacity available in SUBASE NL
- Difficult (impossible?)-to-reconstitute nuclear waterfront
- Configuration analysis predetermined recommendation

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Configuration Analysis

SUBASE NL

Constraints Reflect Pre-Decisions

- One strategic (ballistic missile) nuclear submarine homeport per coast
- Two ports on each coast capable of cold iron berthing a nuclear powered carrier

SUBASE NL Stays Open in Majority of Results and Optimum Solution

SUBASE NL

Exemptions from Consideration

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- Naval Station Everett: Decision postponed until after Quadrennial Defense Review

  NOTE: NS Everett and SUBASE NL military value scores exactly the same (50.68)

- SUBASE San Diego: Remains open to align industrial facilities/capabilities

"Fair process . . . consider all installations . . . equally"

SUBASE NL

Substantial Deviations from Criteria 4, 5

Gabe Stern

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Cost of Operations, Manpower Implications; Extent/Timing of Potential Costs/Savings

- COBRA is DoD non-budget quality costing model
- Navy introduced flaws in COBRA models
  - Mixed sources of inputs
  - Mixed quality of inputs
  - Omitted costs, e.g., environmental/non-DoD
  - Overstated savings
- Overstated savings drove results

Flaws Confound Comparability and Value of Model Output

SUBASE NL

Substantial Deviation From Criteria 4, 5

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Cost of Operations and Manpower Implications

- Cost of proposal greatly understated
- Manpower shift doubles personnel at KB
  - Must substantially build within existing base
  - No existing SSN maintenance and supply support
- Personnel transfers included as savings

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Costs Underestimated

SUBASE NL

1993

- Transfer 15 SSN's and 2 Floating Drydocks from Groton to Norfolk and KB
- Use 4 Sub Tender for Maintenance/Repair
- Cost: $300M ('93 dollars) = $450M ('05 dollars)

2005

- Transfer 17 SSN's and 1 Floating Drydock from Groton to Norfolk and KB
  - + Build New SSN Repair Capability at KB
  - + Transfer Sub School from Groton and Rebuild Sub School in KB
  - + Close and Fully Remediate SUBASE NL
- Cost: $680M ('05 dollars)

Δ=$230M - Unrealistic!

SUBASE NL

Savings Overstated

- Assumes overcapacity of billets/persons at KB and Norfolk
- Claims savings from elimination of billets
- Same billet/persons and related savings could be eliminated without closure of SUBASE NL

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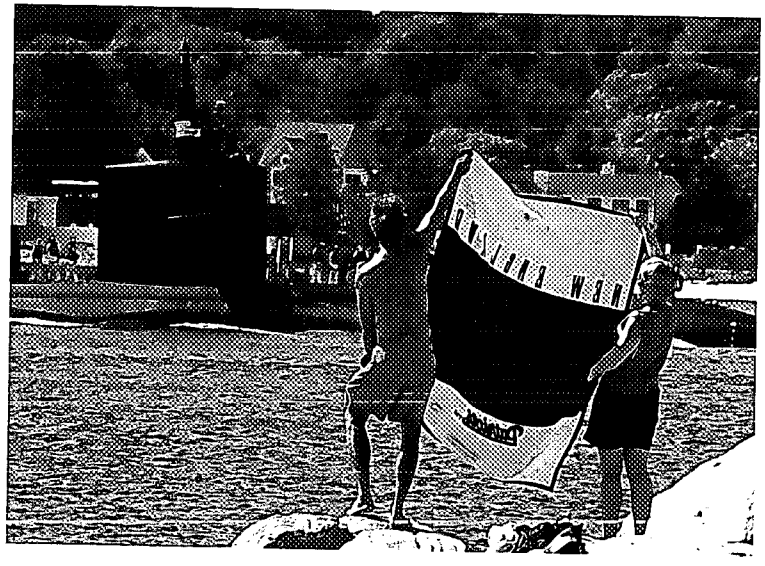
SUBASE NL

COBRA Analysis

Overview

- One-time military construction costs underestimated ($190M)
- One-time moving costs understated ($31M)
- Environmental closure costs understated ($31.1M)
- Environmental remediation costs ignored ($125M)
- Recurring personnel savings overstated ($84M/yr)
- Recurring other unique costs underestimated ($42M/yr)



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DCN: 11440

Military Construction Costs

Sub School Construction

SUBASE NL

Sub School Training Facilities

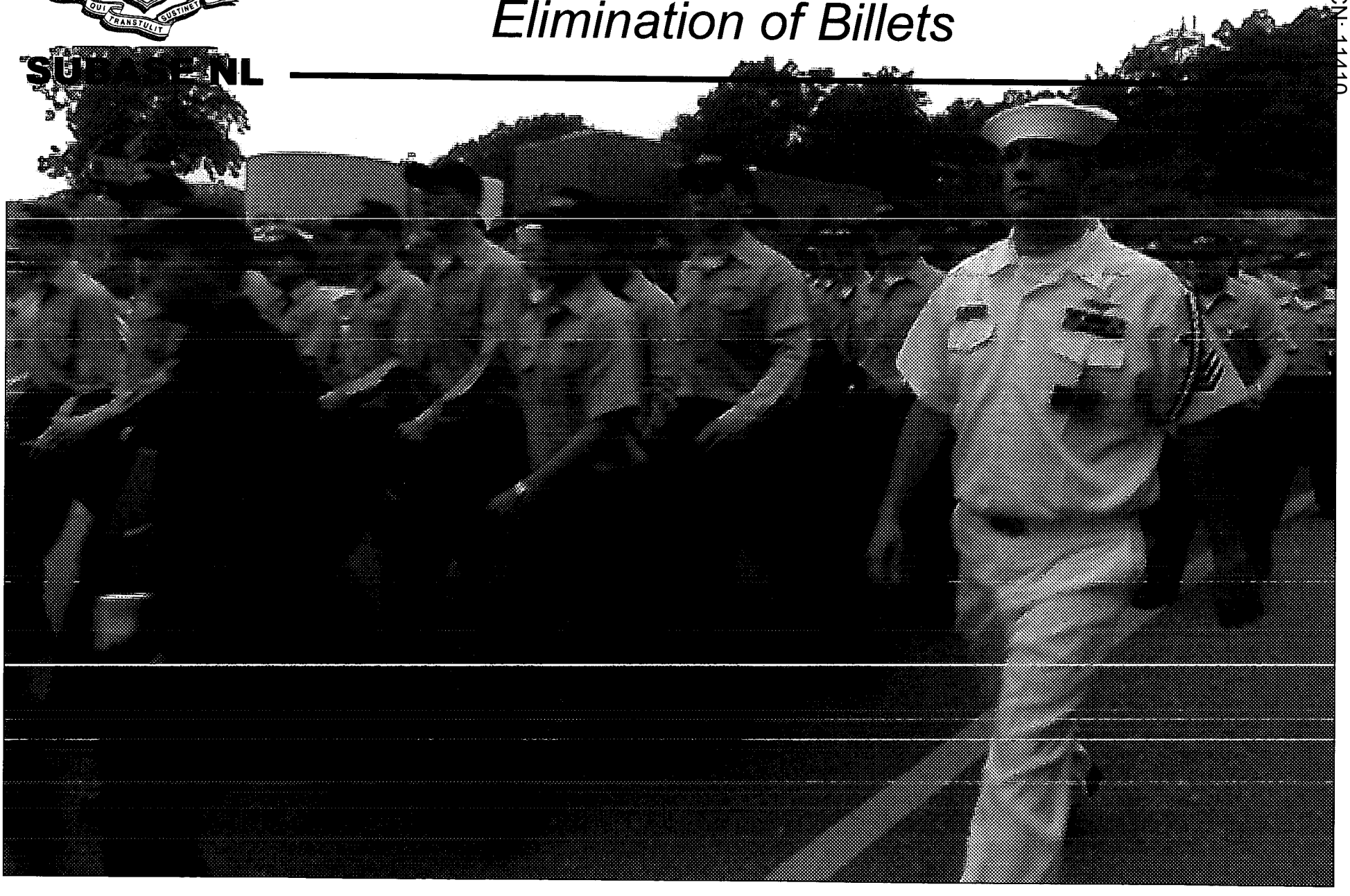
- Navy used a construction cost of $211/sq ft
- Recent experience averaged $325/sq ft due to higher structural and services requirements
- Difference of $114/sq ft times 415,000 sq ft equals <u>$47M</u>
- For an equivalent footprint, add <u>$28M</u>
- Per FEMA report on soil conditions, add minimum 20% to KB construction cost <u>($30+M)</u>

UNITED STATES NAVAL SUBMARINE SCHOOL

Total Construction Cost + $105M

Personnel Costs

Elimination of Billets



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DCN: 11420

SUBASE NL

Personnel Costs

Elimination of Billets

Examples of Overstated Billet Reductions Include:

- Today, 528 medical billets at SUBASE NL service 8,045 personnel
  - 62 to be relocated to service 6,485 relocated personnel
- Eliminated all billets (181) related to services normally variable with population size

SUBASE NL

Other Unique Costs

Contractor Billets

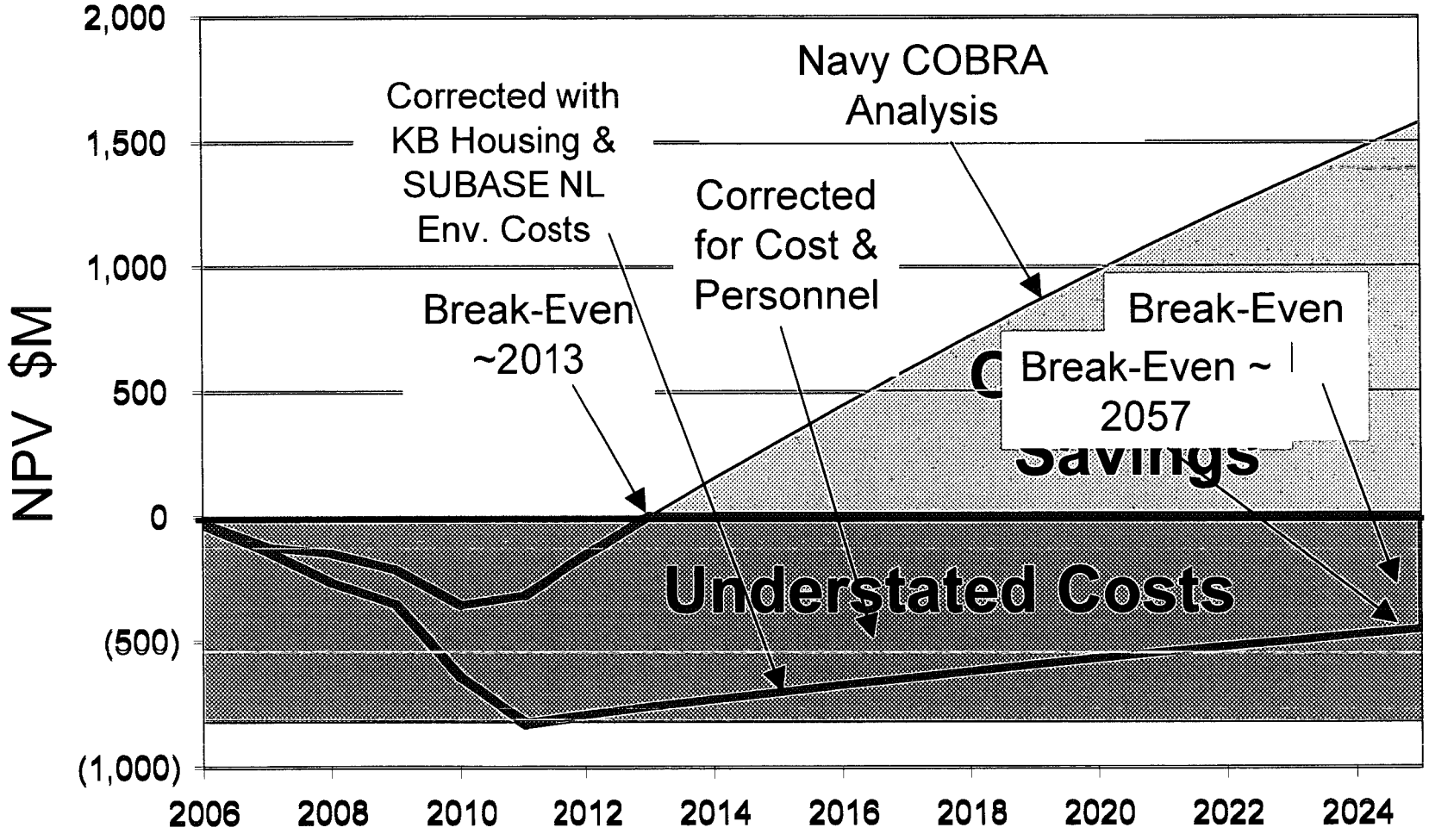
- Underestimated by $42M/yr (430 billets replaced by 143)
- 430 mission essential contractor billets at $57/hr eliminated ($50M) at NSSF & NRMD
- KB added 37 civilian billets at $29/hr ($2M)
- Norfolk NSY added 106 civilian billets at $29/hr ($6M)

DCN: 11410

DCN: 11470

SUBASE NL

Comparison of Potential Savings Analysis



DCN: 11410

SUBASE NL

Payback Improperly Considered

Correcting COBRA for Understated Costs and Overstated Savings Shows:

- Savings do not exceed costs until the year 2057, even using COBRA's artificially low discount rate
- No real payback

Substantial Deviation From Criteria 4 & 5

Agenda

SUBASE NL

DCN: 11410

Introduction
Governor M. Jodi Rell, U.S. Senator Christopher Dodd

Video Presentation

Strategic Arguments
Vice Admiral Al Konetzni, George Sawyer, U.S. Senator Jack Reed, John Casey

Military Value, Costs/Savings (Criteria 1-5)
John Markowicz, Gabe Stern

Other Considerations (Criteria 6-8)
Commissioner James Abromaitis, Jeff Blodgett, Commissioner Gina McCarthy

Summary of Arguments
U.S. Representative Rob Simmons

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Substantial Deviation from Criterion 6

SUBASE NL

Commissioner James Abromaitis

DCN: 11410

Economic Impact on Connecticut

- Connecticut has 1.2% of U.S. population
- 8,586 out of 12,684 (68%) jobs lost in the U.S. as a result of DoD recommendations occur in Connecticut
- Potential impact of $3.3B on Connecticut's already fragile economy with 31,500 + jobs lost

A Generation to Recover!

SUBASE NL

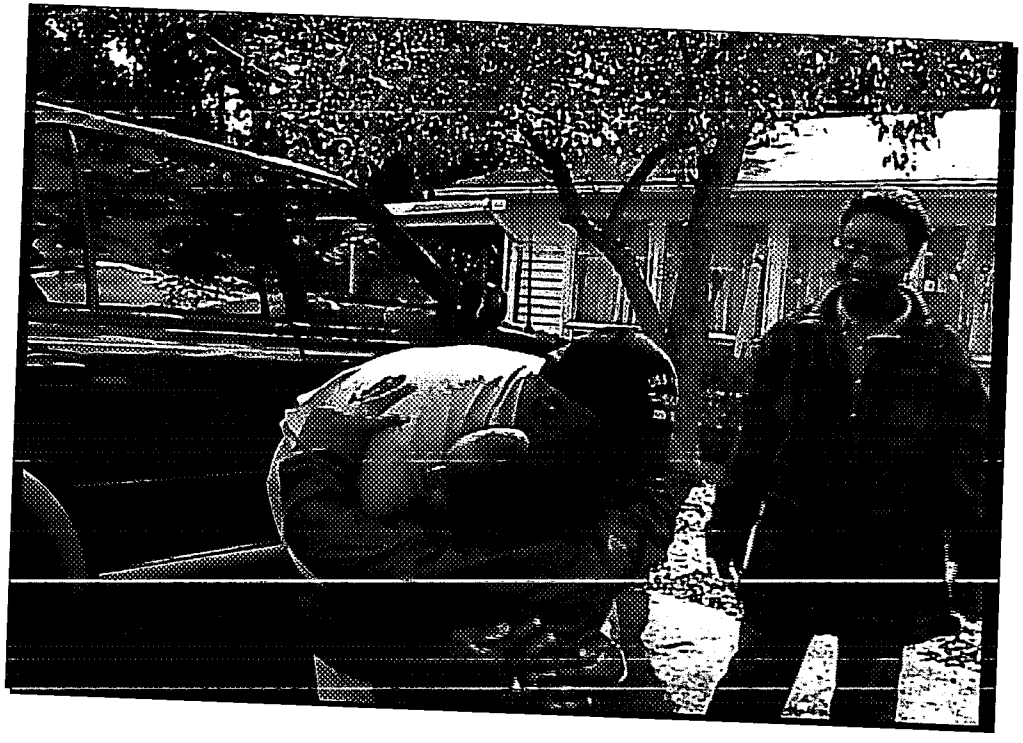
Substantial Deviation from Criterion 6

Jeff Blodgett

DCN: 11410

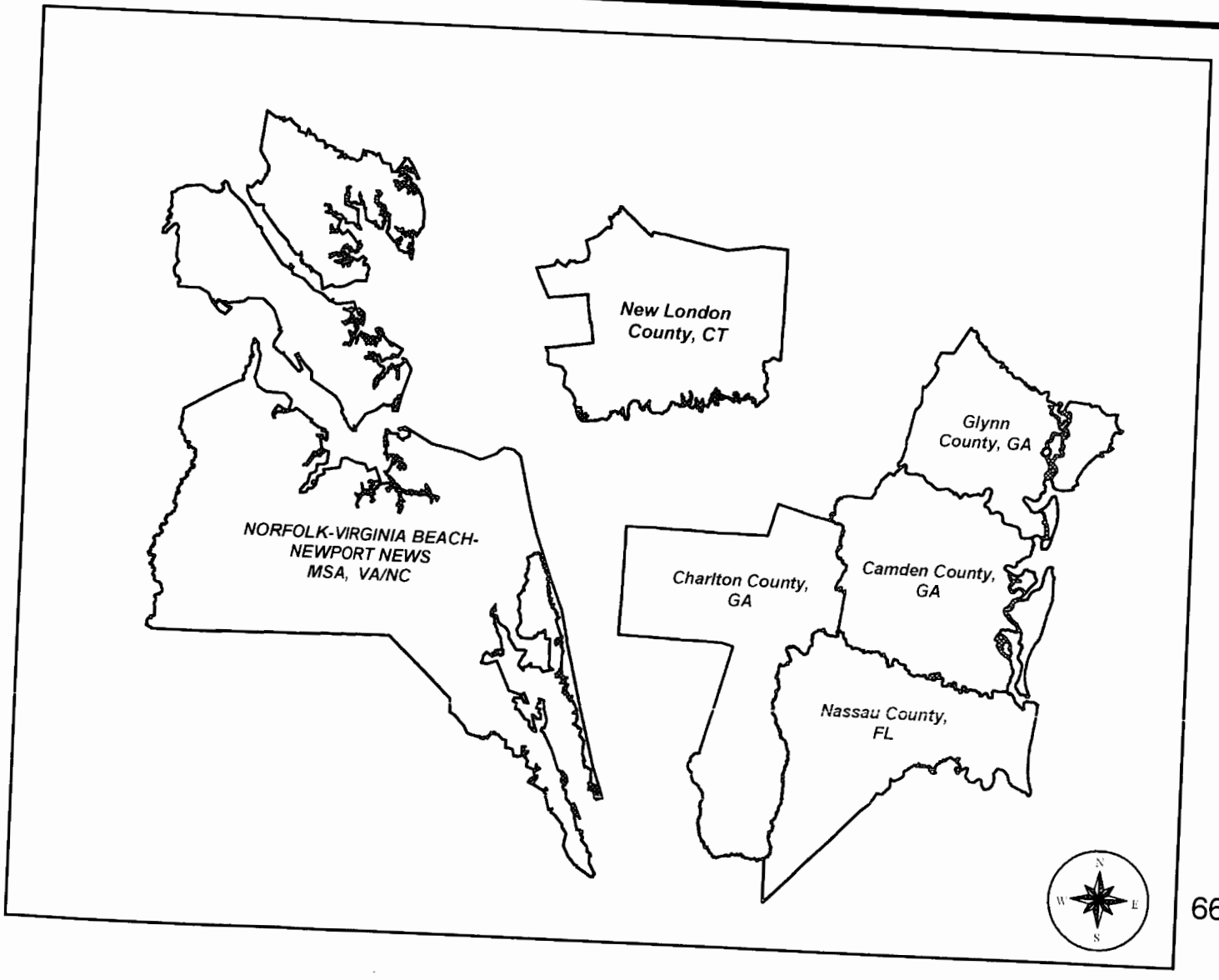
Economic Impact Analysis Methodology Incomplete

- Employment: incomplete account of direct jobs
  - 1,000 contractor jobs
  - 2,950 spousal jobs
- Region of Influence used does not equal the "Functional Economic Region"



Geographic Comparison

SUBASE NL



DCN: 11410

SUBASE NL

Substantial Deviation from Criterion 6

Economic Impact Analysis Methodology Incomplete

- Fiscal impacts not taken into account in BRAC economic model - $28M in unemployment compensation cost
- Regional competitiveness
  - 2.5% increase in unemployment insurance rate
  - Up to 3,000 additional jobs lost

DCN: 11410

SUBASE NL

Substantial Deviation from Criterion 6

Summary

- BRAC model does not capture long-term impacts
- Definition of economic regions is inconsistent
- Not all job losses captured
- State/local government costs ignored

DCN: 11410

Substantial Deviation from Criterion 7

SUBASE NL

Jeff Blodgett

DCN: 11410

"Final Environmental Impact Statement for SEAWOLF Class SSN Homeporting on the East Coast," July 1995

QuickTime™ and a
FF (Uncompressed) decompressor
are needed to see this picture.

After Extensive Evaluation, SUBASE NL Selected As Preferred Alternative Over Norfolk & KB

SUBASE NL

SEAWOLF Homeporting Study

DCN: 11410

SUBASE NL First in 10 of 14 Criteria

- ✓ Strategic Value
- ✓ Operational Suitability
- ✓ Quality of Life
- ✓ Maintenance Capability
- ✓ Training Capability
- ✓ Ordnance Capability
- ✓ Integrated Logistic Support
- ✓ Maintenance Dredging
- ✓ Built Environmental Impacts
- ✓ Community Support

QuickTime™ and a
TIFF (Uncompressed) decompressor
are needed to see this picture.

SUBASE NL

SEAWOLF Homeporting Study

DCN: 11410

"The preferred alternative to homeport the SEAWOLF is the SUBASE New London." (over Norfolk and Kings Bay) – p. 2-96

"The significant added value to Submarine Force operations that accrue with the regional concentrations of submarine command, tactical development, maintenance, training, and medical research assets…" – p. 2-96

SUBASE NL

Substantial Deviation from Criterion 8

Commissioner Gina McCarthy

- Exclusion of consideration of restoration costs was improper
- Understated closure and restoration costs significantly skews savings projections
- Failure to consider legal implications of Federal Facilities Agreement and deed restrictions skews costs

Result: Costs to Navy/community severely understated, invalidating cost/benefit assessment

DCN: 11410

SUBASE NL

Closure Costs

DCN: 11410

Immediate/Unavoidable Consequences of SUBASE NL Closure

Program	DEP Estimate	Navy Estimate
Hazardous Waste	$3,100,000	$1,000
Underground Tanks	$1,338,750	Not Identified
Radiological	$31,510,000	$9,950,000
Total	$41,123,250	$9,951,000

Costs Not Considered by the Navy: $31,172,250

DCN: 11410

Remediation Costs

SUBASE NL

Immediate/Unavoidable Consequences of SUBASE NL Closure

Program	DEP Estimate	Navy Estimate
Superfund	$65,019,975	$23,000,000
Hazardous Waste	$12,682,806	0
Underground Tanks	$10,865,000	Partial in Superfund
PCB	$ 652,147	Partial in Superfund
Pesticides	$35,000,000	0
Radiological	Unknown	
Total	**$124,943,228(1)**	**$23,000,000**

(1) Does not include costs attributable to radiological remediation. Costs unknown at this time. DoD has historically underestimated restoration costs (see case studies).

Costs Not Considered by the Navy: $101,000,000(1)

SUBASE NL

Closure vs. Remediation Costs

- Closure Costs = Pay me <u>now</u>

  $41,123,250

- Remediation = Pay me <u>sooner</u>

  $124,943,228

DCN: 11410

SUBASE NL

Legal Requirements for Cleanup Before Transfer

DCN: 11410

1. Federal Facilities Agreement requires clean up before transfer – period. Navy assumption that the property will be transferred for reuse within six years (economic impacts beyond 2011not considered) inconsistent with FFA
2. Deed requires use of land by military or title forfeited to state

   1+2 =

3. Accelerated clean up and restoration; proceeds from sale or lease do not go to Navy

SUBASE NL

Additional Environmental Factors

DCN: 11410

- Shoaling Rates
  - SUBASE NL: Dredging every 15 years
  - KB: Annual dredging and continuous sediment controls
- Storm Severity and Frequency
  - SUBASE NL: No interruption in operations
  - KB: High frequency of severe hurricanes and tropical storms mean high risk of inoperability
- Endangered Species
  - SUBASE NL: No special restrictions
  - KB: Costly operational protocols to protect right whales, manatees and sea turtles

Environmental Issues Play Key Factor in Military Readiness and Operating Costs

SUBASE NL

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Summary of the Arguments

SUBASE NL

U.S. Representative Rob Simmons

DCN: 11410

Closure of SUBASE NL

- Would prematurely terminate debate on SSN force level
- No strategic rationale
- Decrease in military value
- No cost savings/maybe cost increase

SUBASE NL

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Bradley Air National Guard Base

FEDERAL - STATE - COMMUNITY

FAITHFUL AND ALERT

NEEDED NOW AND IN THE FUTURE

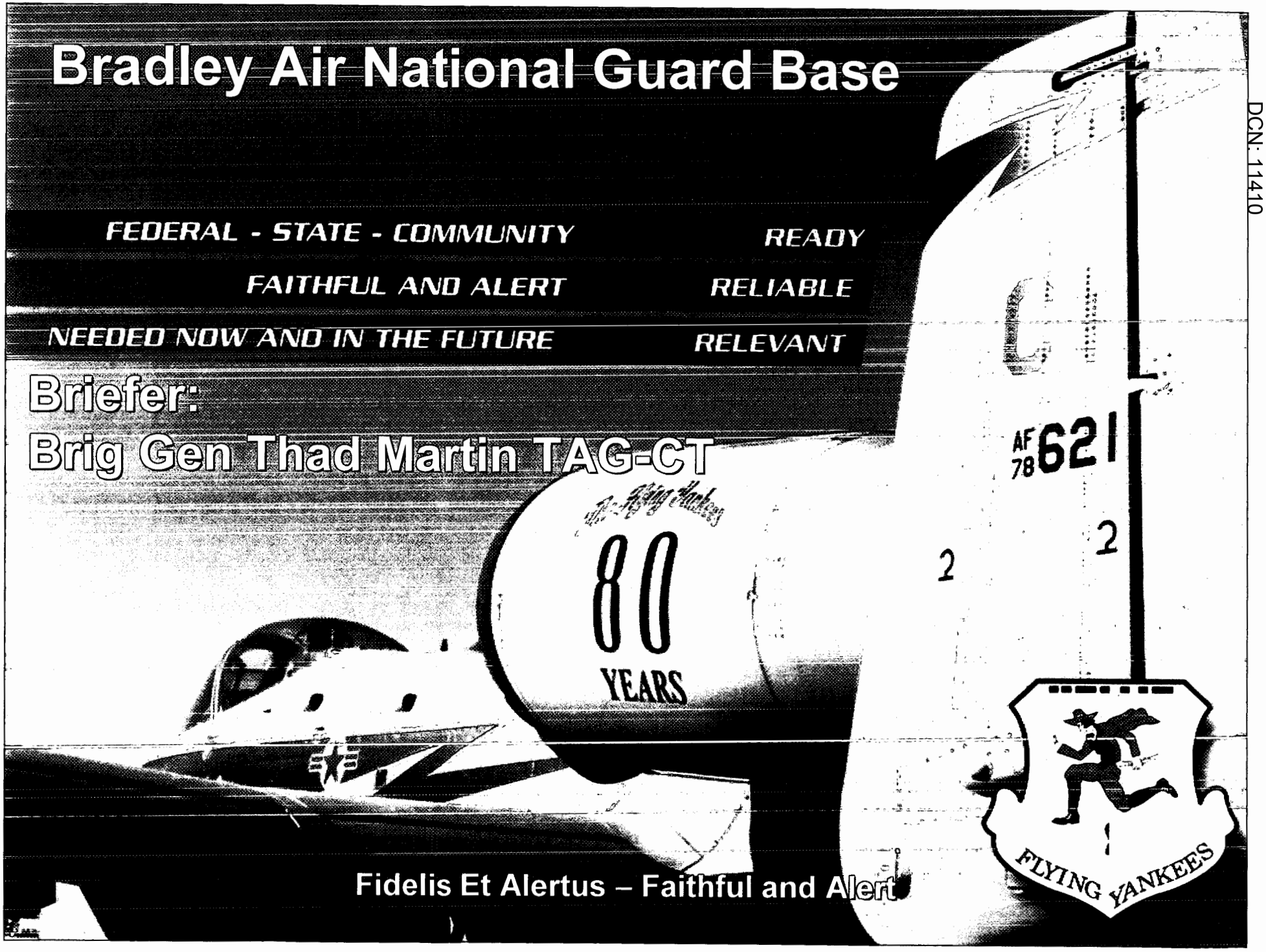
READY

RELIABLE

RELEVANT

Briefer:

Brig Gen Thad Martin TAG-CT



Fidelis Et Alertus – Faithful and Alert

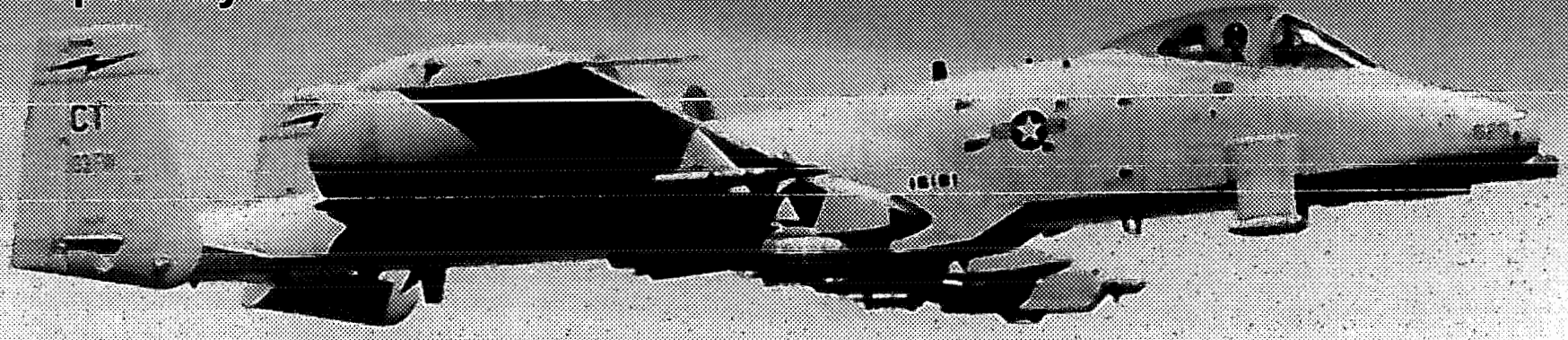
DCN: 11410

Purpose

- To show that Bradley's true Military Value is higher than depicted in the current BRAC recommendation
- Propose a better plan
  - Data Entry Errors
  - ANG A-10 basing proposal
  - BRAC Process Shortfalls

Accessible Ramp vs. Owned and Operated Ramp

Question # 8 "Question: Complete the following tables for ramp/apron space. Include only the ramps/aprons which are owned/controlled by the installation OPR which the installation has access to but may not own. "Controlled" includes land/property used by DoD under lease, license, permit, etc. "Access" includes land/property for which an agreement/easement is in effect between the DoD and the owner (such as ANG/AFRC use of civilian airports), but primary control rests with the owner, not DoD. Identify all non-contiguous ramps. These are ramps which are pavement areas larger than 2,750 square yards, connected to other airfield pavement areas by a taxiway. For example, a large ramp area which has a hangar or row of hangars constructed on it would then be considered two ramp areas. Number all ramp areas in sequential fashion if no alpha-numeric scheme adopted by the installation."



DCN: 11410

Accessible Ramp vs. Owned and Operated Ramp

DOD #8: Ramp/Apron Space

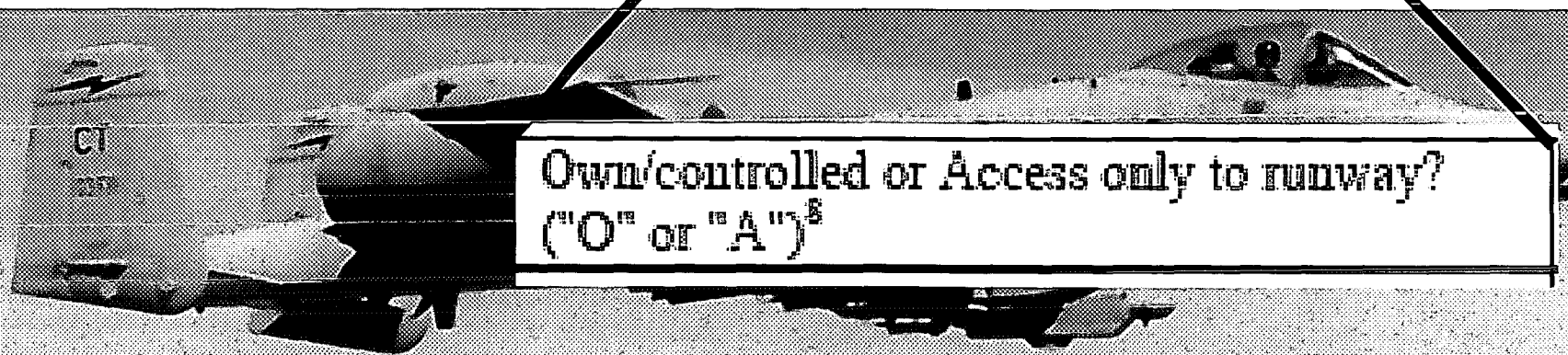
Question: Complete the following tables for ramp/apron space. Include only the ramps/aprons which are owned/controlled by the installation opr which the installation has access to but may not own. "Controlled" includes land/property used by DoD under lease, license, permit, etc. "Access" includes land/property for which an agreement/easement is in effect between the DoD and the owner (such as ANG/AFRC use of civilian airports), but primary control rests with the owner, not DoD. Identify all non-contiguous ramps. These are ramps which are pavement areas larger than 2,750 square yards, connected to other airfield pavement areas by a taxiway. For example, a large ramp area which has a hangar or row of hangars constructed on it would then be considered two ramp areas. Number all ramp areas in sequential fashion if no alpha-numeric scheme adopted by the installation.
Source / Reference: Base real property records. "See Amplification" for sources for table.
Amplification: 1. USAF:
(a) Installation Operations Support Squadron: Flight Information Pamphlets (FLIP): "Ramp Identifier", "Restrictions"
(b) Installation Civil Engineer Squadron:
Most current AFCESA Pavement Evaluation/Condition Report/Survey: "PCN", "PCI", "Date of Evaluation"
(c) Existing Record Drawings or Physical Verification: "Area", "Pavement Type", "Closed", "Serviceable"
(d) Base Real Property Records: "Own/Controlled or Access Only to Runway"
(e) Coordinate with both the installation Operations Support Squadron and Civil Engineer Squadron to provide/validate answers.
2. DoN: NAVFAC P-80
Notes:
(1) "Restrictions" apply to currently assigned mission aircraft.
(2) Serviceable" is defined as a ramp surface requiring minimal maintenance (i.e. sweeping) to become operable for aircraft operations

Check here if this question is not applicable (N/A): ☐

Please fill in the following table(s), adding rows as necessary

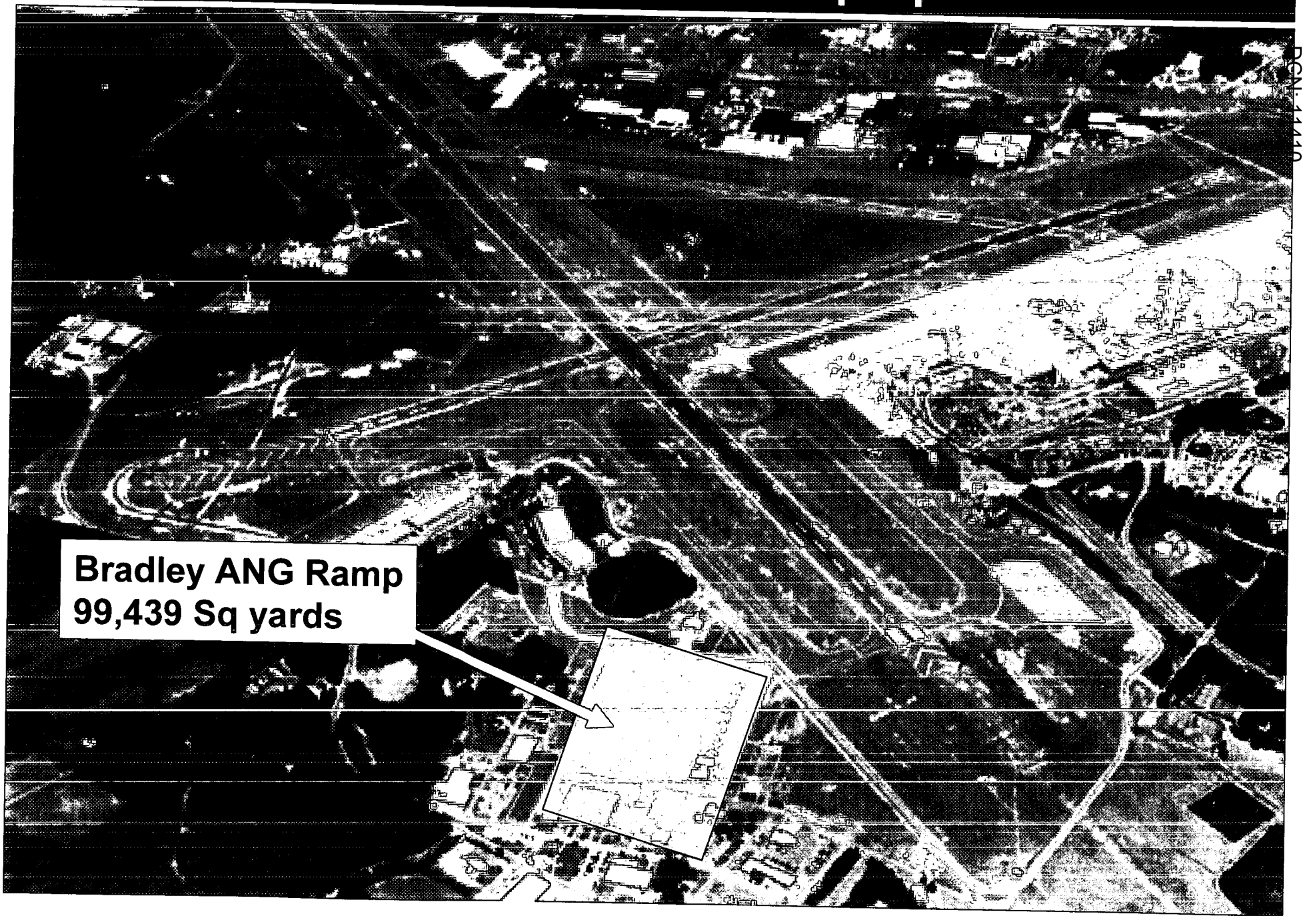
Ramp Identifier (-)	Area (SY)	PCN (-)	PCI (-)	Date (MM/YY)	Restrictions (1) (Yes/No)	Own/controlled or Access only to runway? ("O" or "A")[8]	Closed (Yes/No)	Serviceable (2) (Yes/No)

Ramp Identifier (-)	Pavement Type (-)[9]

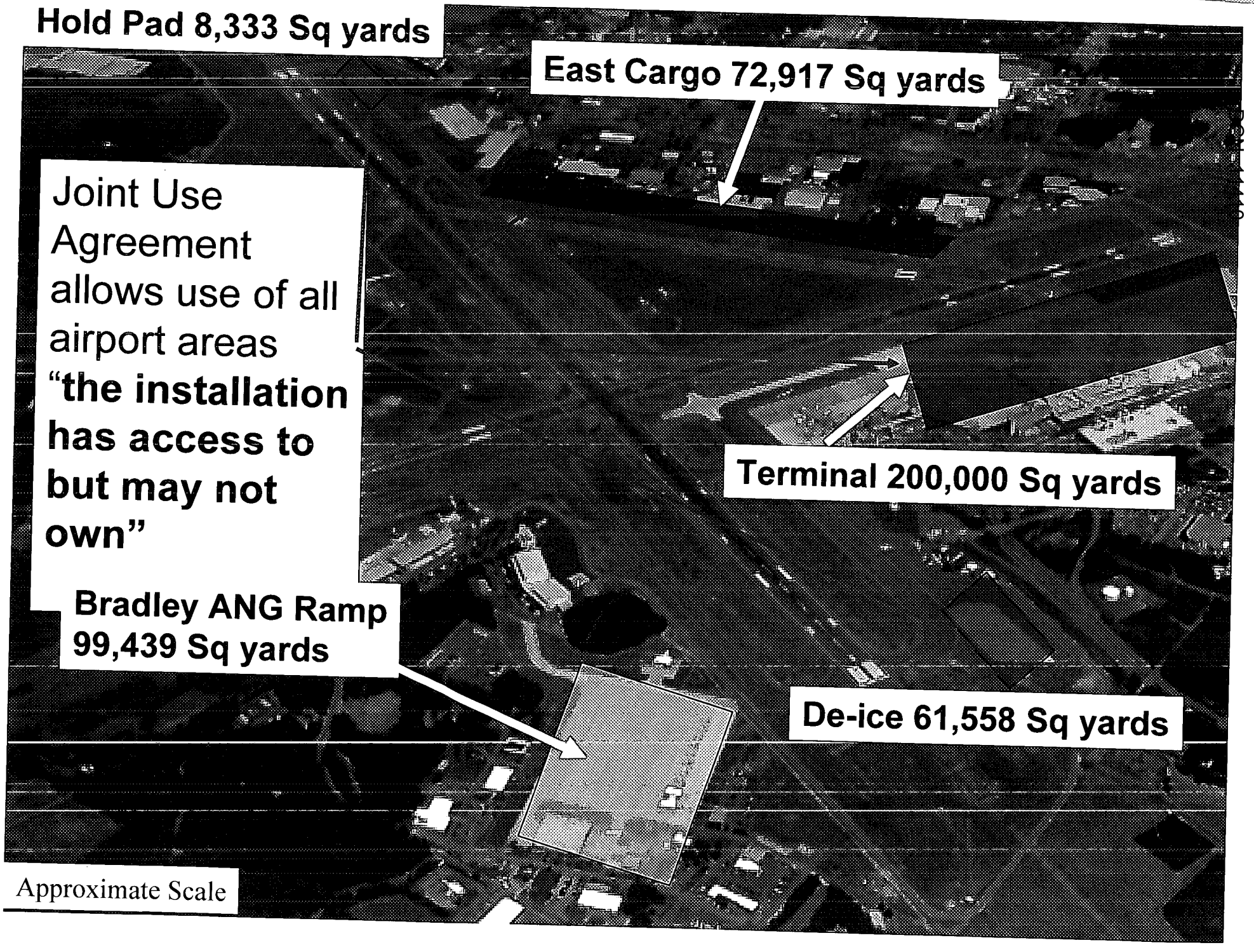


Own/controlled or Access only to runway? ("O" or "A")[8]

Data Entry Errors: Ramp Space



DCN: 11440


Hold Pad 8,333 Sq yards
East Cargo 72,917 Sq yards
Joint Use Agreement allows use of all airport areas "the installation has access to but may not own"
Terminal 200,000 Sq yards
Bradley ANG Ramp 99,439 Sq yards
De-ice 61,558 Sq yards
Approximate Scale

With Respect to Bradley ANGB Ramp/Apron Space

Impact on DOD Question #8 and AF Formula #8

	Sq yards	Earned points AF#8	Points to Overall MCI
Reported	99,439	25 of 100	1.17
Actual	442,247	100 of 100	4.67

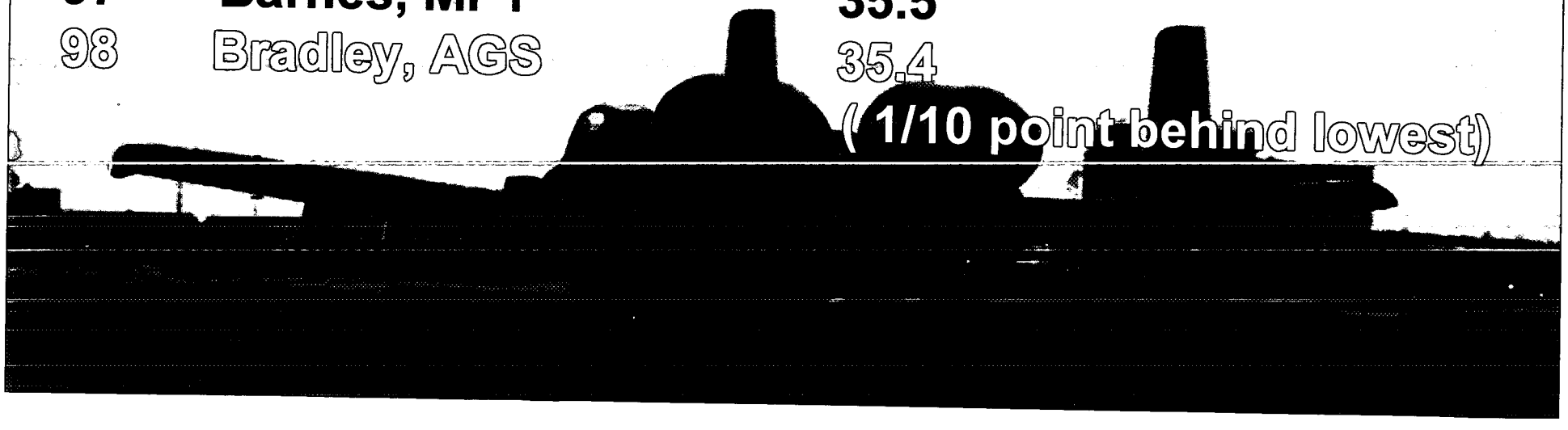
Overall MCI increase of 3.5

DCN 11410

Existing A-10 unit BRAC Military Value (SOF/CSAR)

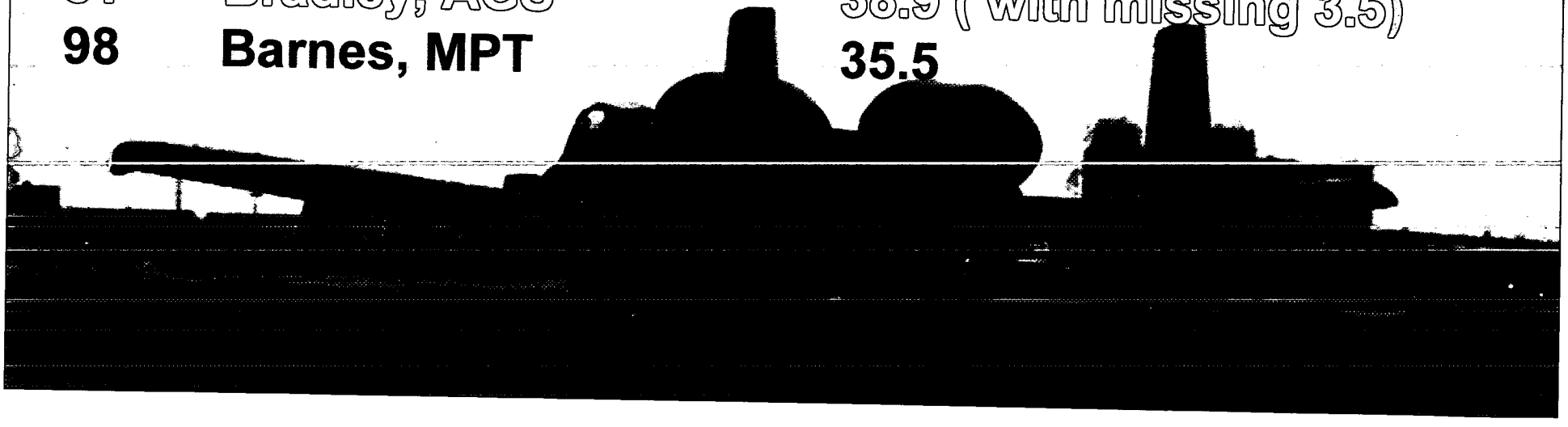
Rank	Base Name	Overall MCI
11	Moody, AFB	60.72
12	Shaw,AFB	58.51
20	Nellis, AFB	53.81
25	Davis-Monthan, AFB	52.45
29	Whiteman, AFB	50.93
34	Barksdale, AFB	49.81
62	Selfridge, ANGB	42.06
66	Boise, AGS	41.35
76	Martin State, AGS	39.45
97	Barnes, MPT	35.5
98	Bradley, AGS	35.4

(1/10 point behind lowest)



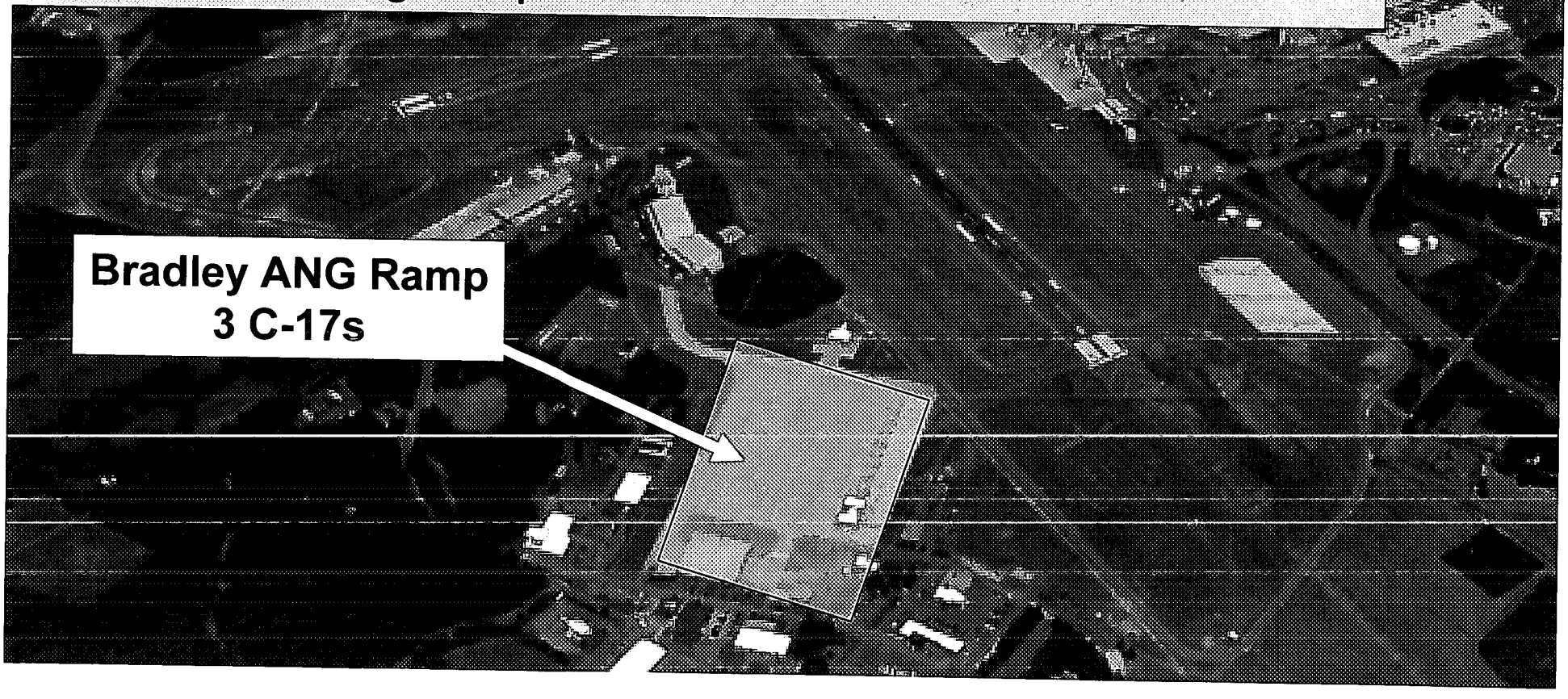
Corrected A-10 unit BRAC Military Value (SOF/CSAR)

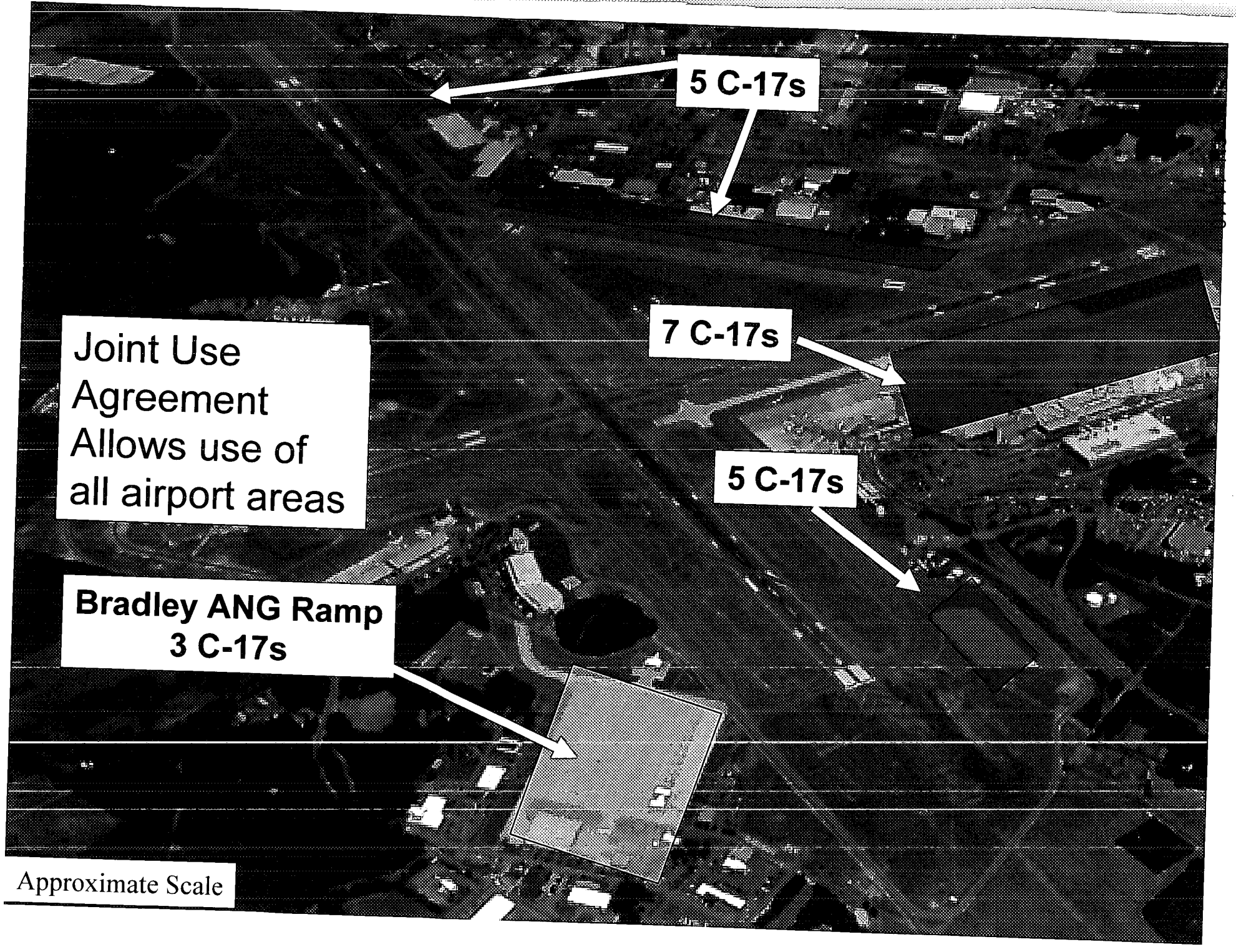
Rank	Base Name	Overall MCI
11	Moody, AFB	60.72
12	Shaw,AFB	58.51
20	Nellis, AFB	53.81
25	Davis-Monthan, AFB	52.45
29	Whiteman, AFB	50.93
34	Barksdale, AFB	49.81
62	Selfridge, ANGB	42.06
66	Boise, AGS	41.35
76	Martin State, AGS	39.45
81	Bradley, AGS	38.9 (with missing 3.5)
98	Barnes, MPT	35.5



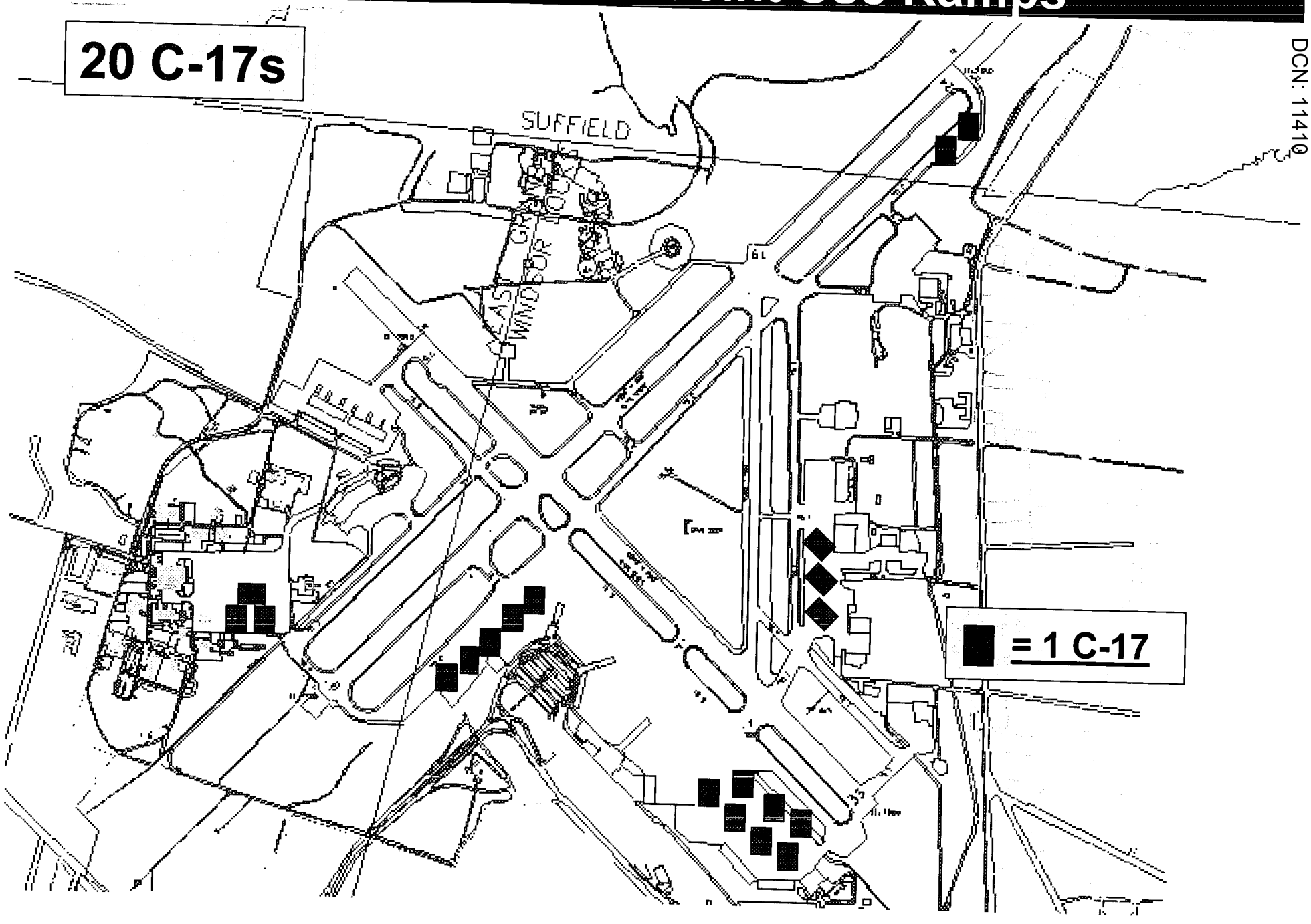
Data Entry Errors: Surge Capability C-17 MOG

DOD Question # 1241 For installations with active runways, what is the installation's parking MOG (maximum on ground) for C-17s using surveyed/approved transient parking ramps? For C-5s?




5 C-17s
7 C-17s
5 C-17s
Joint Use Agreement Allows use of all airport areas
Bradley ANG Ramp
3 C-17s
Approximate Scale

C-17s Parked on Joint Use Ramps



DCN: 11410

With Respect to Bradley ANGB Ramp/Apron Space

Impact on DOD Question #1241 and AF Formula #1241

	# of C-17s	Earned points AF#8	Points to Overall MCI
Reported	3	0 of 100	0
Actual	20	100 of 100	2.64

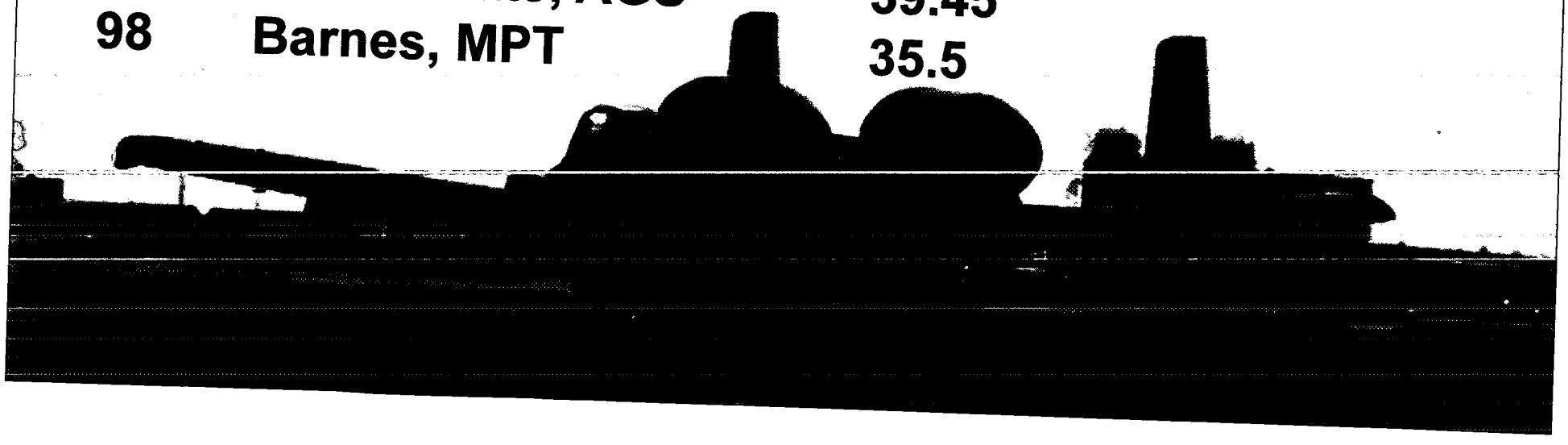
Overall MCI increase of 2.64

DCN-11410

Combined Corrected Military Value - BRAC A-10 units

DCN: 11410

Rank	Base Name	Overall MCI
11	Moody, AFB	60.72
12	Shaw,AFB	58.51
20	Nellis, AFB	53.81
25	Davis-Monthan, AFB	52.45
29	Whiteman, AFB	50.93
34	Barksdale, AFB	49.81
62	Selfridge, ANGB	42.06
66	Bradley, AGS	41.54 (with missing 2.64 and 3.5 = 6.14)
67	Boise, AGS	41.35
77	Martin State, AGS	39.45
98	Barnes, MPT	35.5



Combined Corrected Military Value - BRAC A-10 units

Rank	Base Name	Overall MCI	
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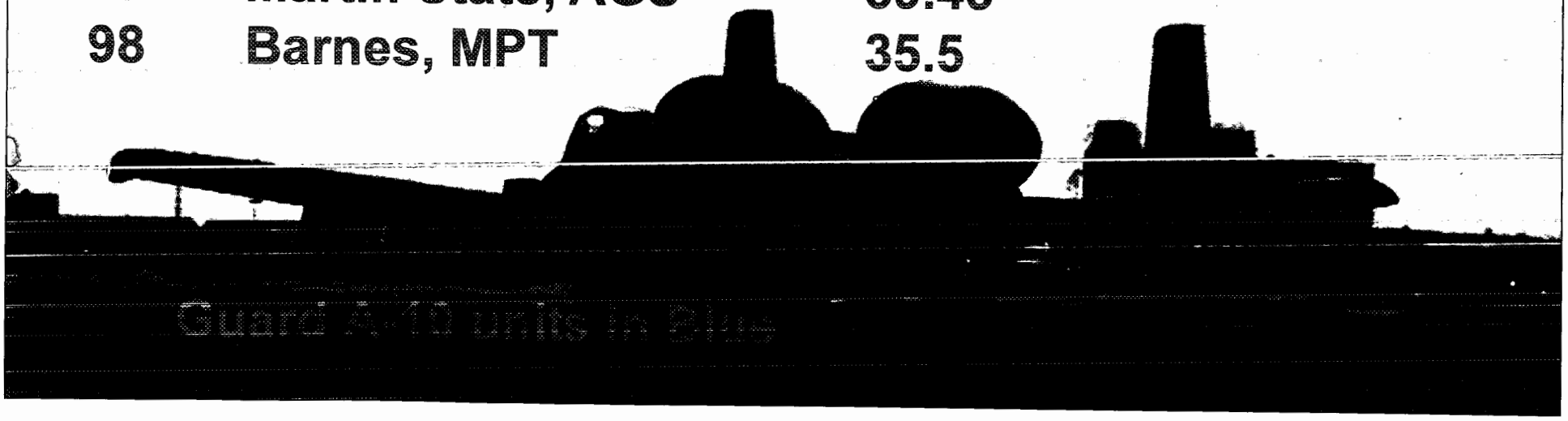


DCN: 11410

Air Force Review of Bradley

Tab 2. Mil Value and Capacity Supporting Information USAF 0033V3 (101Jc2)

DRAFT DELIBERATIVE DOCUMENT – FOR DISCUSSION PURPOSES ONLY
NOT RELEASABLE UNDER FOIA

Bradley, CT Overview

As of	30 Sep 2005	30 Sep 2011
Assigned Weapon System Type(s) (MDS)	A-10	A-10
Total PAA	15	15
# Flying Squadrons	1	1
Total Available Aircraft Parking spaces	36	36
Unused Aircraft Parking Spaces	21	21

Template used	A-10
Standard PAA per squadron	24

DCN: 11410

Cost to Robust Bradley - to an 18 PAA A-10 Squadron - $0

Tab 2. Mil Value and Capacity Supporting Information USAF 0033V3 (101Je2)

DRAFT DELIBERATIVE DOCUMENT – FOR DISCUSSION PURPOSES ONLY
NOT RELEASABLE UNDER FOIA

Bradley, CT
Estimated Costs to Robust

Template used	A-10
Robust to Typical Squadron	
Precluding Factor	None
Major Construction	0.0
Minor Construction	0.0
Natural Infrastructure	0.0
Other Procurement	0.0
Planning & Design	0.0
Total Cost to Robust	0.0

Military Value Recommendation

Department of the Air Force Analysis and Recommendations

BRAC 2005 (Volume V, Part 1 of 2)

Bradley International Airport Air Guard Station, CT, Barnes Air Guard Station, MA, Selfridge Air National Guard Base, MI, Shaw Air Force Base, SC, and Martin State Air Guard Station, MD

Recommendation: Realign Bradley International Airport Air Guard Station, Connecticut. The A-10s assigned to the 103d Fighter Wing will be distributed to the 104th Fighter Wing, Barnes Municipal Airport Air Guard Station, Massachusetts (nine aircraft) and retirement (six aircraft). The wing's expeditionary combat support (ECS) elements will remain in place at Bradley and Bradley will retain capability to support a Homeland Defense mission. Realign Barnes Air Guard Station, Massachusetts; Selfridge ANGB, Michigan; Shaw Air Force Base, South Carolina; and Martin State Airport Air Guard Station, Maryland by relocating base-level TF-34 engine intermediate maintenance to Bradley, establishing a Centralized Intermediate Repair Facility (CIRF) at Bradley for TF-34 engines.

Justification: Barnes (97) and Bradley (98) are located approximately 12 miles apart. The Air Force placed one full squadron at Barnes because it ranked higher in military value. By combining the two units into one squadron the Air Force retains the trained A-10 pilots and maintenance technicians in the area and creates an optimum-sized and more effect
The recommendation to close Otis ANGB, Massachusetts generated a requiremen
sovereignty alert (ASA) site in the region. The Air Force priced an alert facility a
and Bradley, and chose Bradley on the basis of lower cost. The Bradley ECS elen
place to support the ASA mission.

Establishing a CIRF at Bradley for TF-34 engine maintenance compliments the re
the A-10 fleet. The CIRF at Bradley will consolidate TF-34 engine maintenance f
aircraft from Barnes, Selfridge, Martin State and active duty aircraft at Spangdahl
Establishing this CIRF at Bradley rather than at Barnes avoids relocation of a hus
at an estimated cost of $3.5 million, and avoids construction of additional 18,000
maintenance facilities already existing at Bradley and that will be available.

The Air Force placed one full squadron at Barnes because it ranked higher in military value.

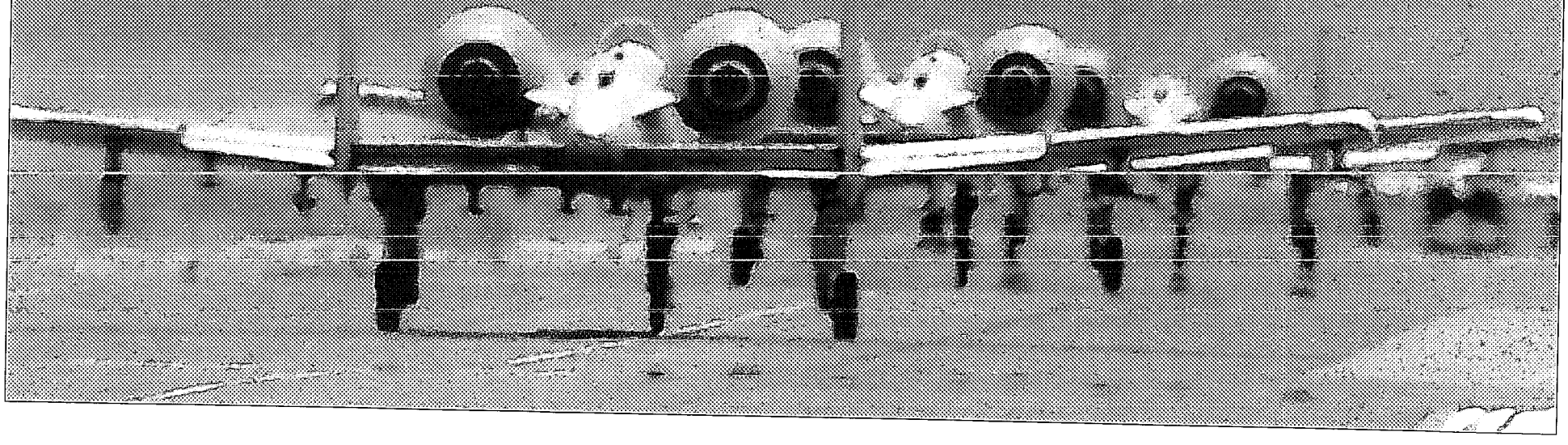
A-10 Future Basing

- Maintain 5 Air National Guard units with 18 PAA each
- Meets stated objective of:
  - Filling AEF Buckets - 10 AEFS
  - Using available manpower and facilities
    - Absorb Otis members with 36 PAA A-10 in area
    - Capitalize on existing core competencies in the region

DCN 11410

A-10 Future Basing

- Operates within existing infrastructure, ANG end strength and A-10 weapon system funding
- Pre BRAC - 15 A-10 Squadrons/Post BRAC - 11
- Only 9 available for AEF
- Retain one additional A-10 Squadron
  - Would not require BRAC Commission to add a base to closure/realignment list, only to remove one
- A-10 Weapons System Council supports proposal



DCN 11410

BRAC Process Shortfalls

A. Ability of Guard Members to Relocate
B. Cost Considerations
C. Land
   - Land Available but not Credited
   - Buildable acre criteria
D. Reality vs. Calculated Military Value

DCN 11410

Process Shortfalls: Ability of Guard Members to Reloc

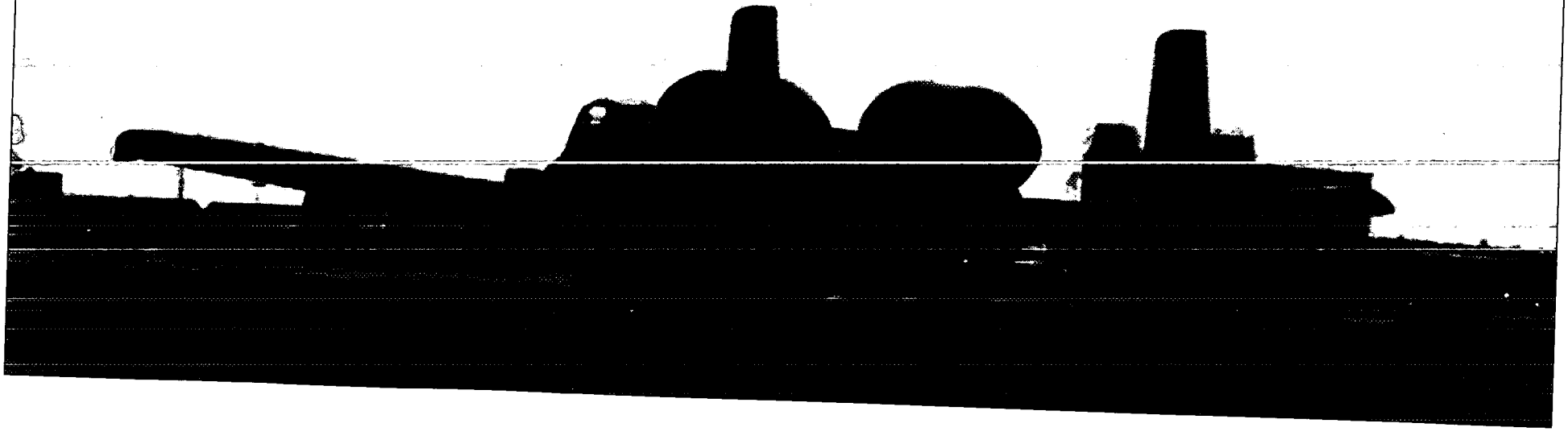
"By combining the two units into one squadron the Air Force **retains the trained A-10 pilots and maintenance technicians in the area** and creates an optimum-sized and more effective squadron."

Vol 1 Part 2 DoD BRAC Recommendations

Or

"Retains intellectual capital available from Bradley"

BCEG Meeting Minutes 3 Feb 05



DCN: 11410

Process Shortfalls: Ability of Guard Members to Rel

- People don't just cross state lines Adjutant Generals of state must approve Guard member state to state transfers and determine hiring priority
  - Example of lack of coordination with TAGs
- Priority Placement Program for all displaced by RIF
  - In base closings employees may register up to <u>two years</u> <u>prior</u> to the effective date with their commander's approval.

(DoD Civilian Assistance and Re-Employment PPP fact sheet)

- TAG-MA could decline request for transfers
- TAG-MA can reassign members from Otis on Reemployment Priority List (PCS, pay/grade retention)

DCN: 11410

Process Shortfalls: Ability of Guard Members to Rete

DCN: 11410

- Technician Contract issue
  - Positions at Barnes filled on priority in accordance with 104 FW negotiated agreement
    - "First Priority – First consideration will be given in filling the vacant positions and temporary promotions to excepted technicians in the 104th Fighter Group."
    - "Second Priority – To members of the Massachusetts Air National Guard to include AGR personnel."
    - "Third Priority – To personnel eligible for membership in the Massachusetts Air National Guard."

Article 16 Negotiated Agreement between ACT Local 39 and TAG-MA

Process Shortfalls: Cost not Consider

- Retraining Costs for Otis manpower transition from F-15 crews to A-10
  - $26M and 3 years later yield a DECREASED COMBAT CAPABILITY than currently exists

DCN 11410

Scenario S1013

MILCON

MilCon for Base: Barnes MPT AGS, MA (AXQD)

All values in 2005 Constant Dollars ($K)

FAC	Title	UM	New MilCon	New Cost*	Using Rehab	Rehab Type	Rehab Cost*	Total Cost*
1121	Taxiway, Surfaced	SY	6,920	n/a**	0	Default	n/a**	1,103
1131	Aircraft Apron, Surfaced	SY	20,500	n/a**	0	Default	n/a**	3,268
1165	Aircraft Pavement Shoulder	SY	7,630	n/a**	0	Default	n/a**	1,216
1411	Airfield Fire and Rescue Station	SF	800	n/a**	0	Default	n/a**	305
1412	Aviation Operations Building	SF	6,500	n/a**	0	Default	n/a**	1,690
1499	Security Support Facility	SF	300	n/a**	0	Default	n/a**	101
2111	Aircraft Maintenance Hangar	SF	30,000	n/a**	0	Default	n/a**	11,103
2162	Ammunition Maintenance Shop, Depot	SF	1,800	n/a**	0	Default	n/a**	481
8721	Fence and Wall	LF	3,000	n/a**	0	Default	n/a**	172
8910	Utility Building	SF	1,000	n/a**	0	Default	n/a**	283
8931	Utility Tunnel	LF	3,000	n/a**	0	Default	n/a**	199

Total Construction Cost:	19,921
- Construction Cost Avoid:	0
Total Net Milcon Cost:	19,921

A total of $18,380,000 for OPS related MILCON projects, to increase their capabilities to our level. Where are the savings?

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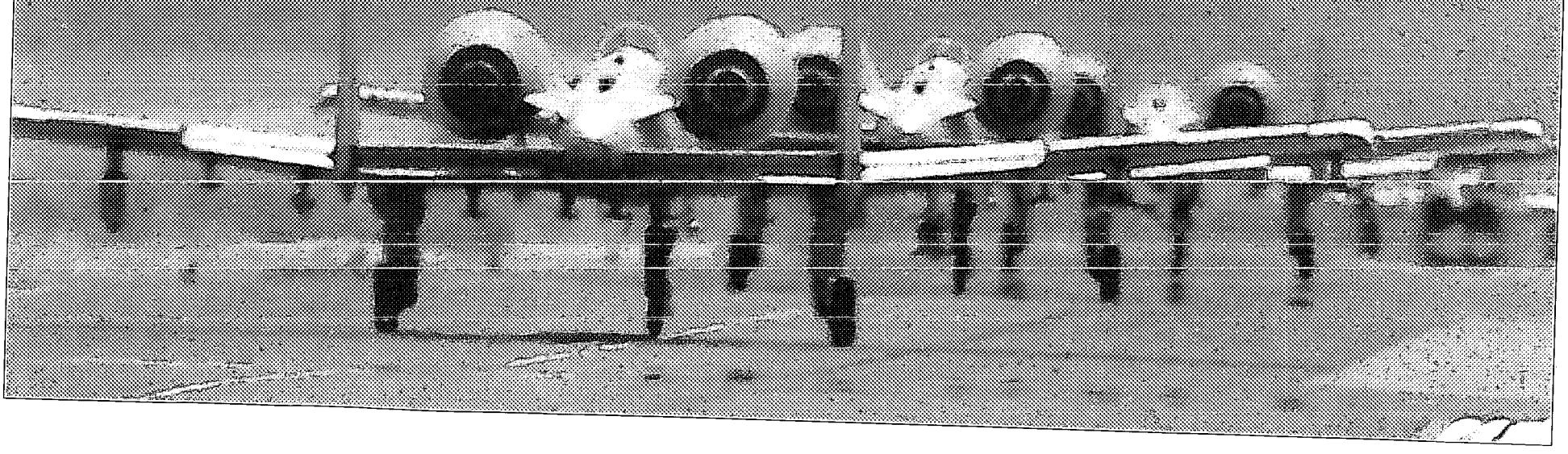
Process Shortfalls: Land Available but not Credited

A. Unique State Relationship

B. 14 Acres from adjacent airport authority <u>for Anti-Terrorism/Force Protection criteria</u>

- In formula 1205.1 the 14 acres would add .19 to over all MCI for the Bradley ANG Base



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Process Shortfalls: Existing vs. Potential

A. Growth weighted above existing facilities?

B. If DOD wants to divest from excess capability and infrastructure, why a point advantage for excess?

- Formula 1205.20, Buildable Acres for Air Operations Growth,
- Formula 1205.10, Buildable Acres for Industrial Operations Growth

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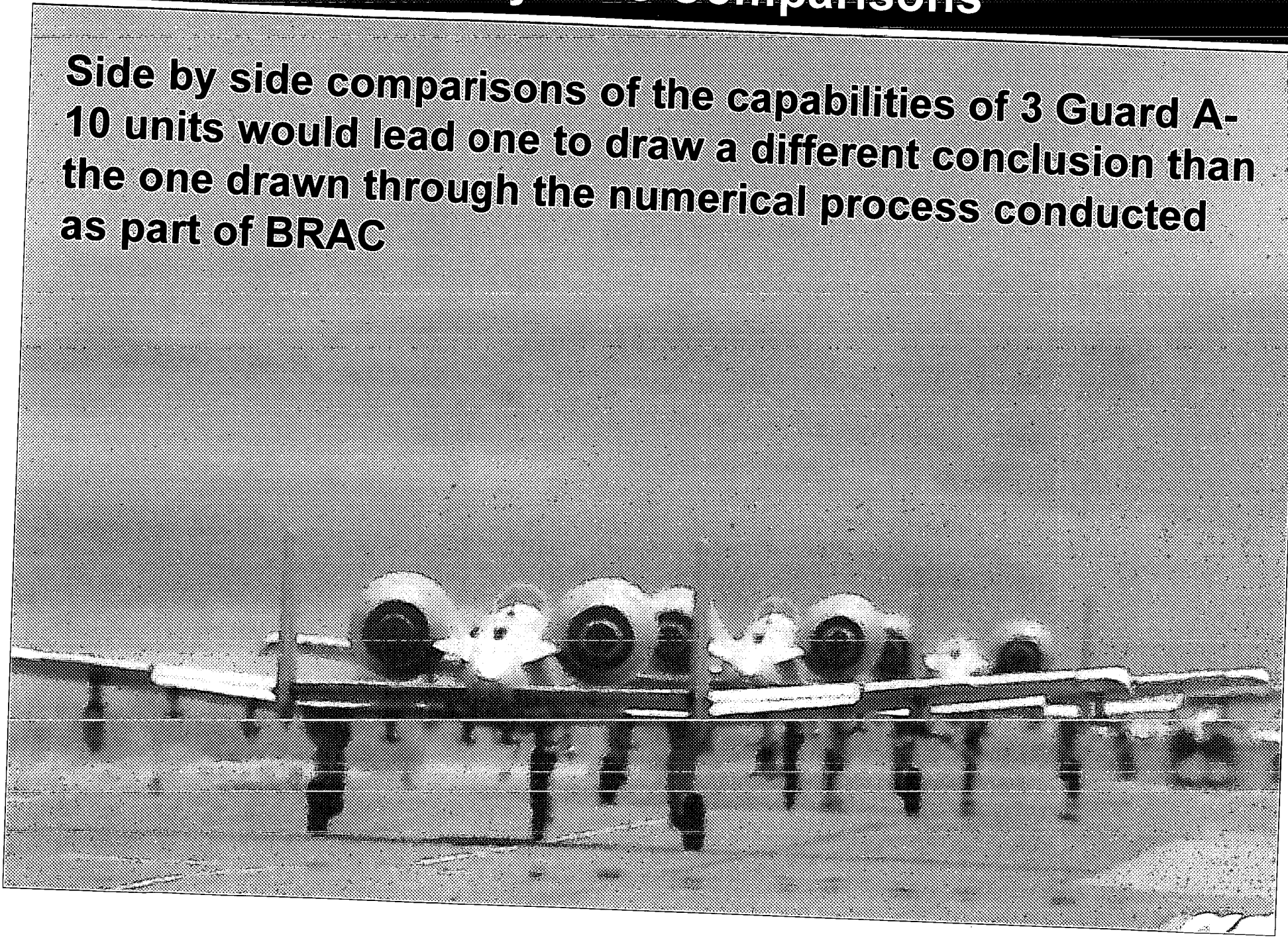
Side by Side Comparisons

Side by side comparisons of the capabilities of 3 Guard A-10 units would lead one to draw a different conclusion than the one drawn through the numerical process conducted as part of BRAC



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State Owned Joint Airport Cost Efficiencies

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Facility Capability	Bradley	Barnes	Martin State
Base Operation Support Cost (BRAC COBRA Analysis)	$2,177,207	$3,123,573	$3,566,150
FAR Class status	Class 1	Class 4	Not Certified
Federal Inspection capability	On station	On call	On call
Airport operations funded by	State	Municipality	State
ATC tower Operation	Federally Funded	Contract	Contract
Tower operating hours	24 hour operations	Limited 0700-2200	Limited 0600-2200
Ramp Snow removal	State Funded	Contract	Guard
EIS approved deicing capabilities	Yes	No	No
Runway Approach capabilities	Three Cat I/ILS One Cat II ILS	One Cat I/ILS	One Cat I/ILS
C-17 Runway Weight Limitations	561,000 lbs	464,000 lbs	274,000 lbs
Crash and Recovery Rating	Index D (Highest)	Index A (lowest)	Index A (lowest)
TSA Supervision Present	Yes	No	No
Dedicated 24/7 airfield perimeter patrols	State Police / helo support	Local Police	State/Local Police

Summary

- We need our missing data counted, 6.14 more points to MCI raises Bradley's military value significantly to # 2 for ANG A-10 facilities.
- We have the current infrastructure to maintain 18 PAA at Bradley ANG Base, already the lowest cost facility, at no additional cost.
- Review the A-10 proposal folder for an additional unit
- Consider the process shortfalls as having had a more significant impact

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SUBASE NL

Agenda

Introduction
Governor M. Jodi Rell, U.S. Senator Christopher Dodd

Video Presentation

Strategic Arguments
Vice Admiral Al Konetzni, George Sawyer, Senator Jack Reed, John Casey

Military Value Arguments
John Markowicz, Gabe Stern

Other Considerations, Criteria 5-8
Gabe Stern, Commissioner James Abromaitis, Jeff Blodgett, Commissioner Gina McCarthy

Summary of Arguments
U.S. Representative Rob Simmons

A-10 Presentation
Brigadier General Thaddeus Martin

Conclusion
U.S. Senator Joseph Lieberman

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Conclusion

SUBASE NL

Senator Joseph Lieberman

Recommendation to Close SUBASE NL

- Understates military value
- Overstates cost savings
- Underestimates cost of moving
- Closure would be irrevocable

Reasonable Doubt