DCN: 11624

Statement by
The Hon. Rob Simmons
Member of Congress, CT/2
BRAC Commissioners' Site Visit
Naval Submarine Base New London
Groton, CT, Wednesday, June 1, 2005

Chairman Principi, Commissioners and members of the staff of the BRAC Commission, thank you for coming to the Submarine Capitol of the World.

That is what we call it, that is what we believe it is, and that is what we want it to be now and into the future.

It is appropriate we are meeting in the Submarine Museum. There is no question in my mind that the military value of submarines is well displayed in this place, and that history continues to evolve in this unique center of excellence which unrivaled anywhere else in the world.

One year ago Navy Secretary England testified before the House Armed Services Committee on which I serve. I asked him if the BRAC process would evaluate the synergy that exists between our submarine base and all of the other subsurface maritime activities that are resident in this region. His response was:

> "We certainly have to consider everything that is interconnected. In fact, one of the things we are looking for is jointness and interconnectivity, et cetera. So in a larger sense what you described is what we will be looking at as our criteria in the whole BRAC process. I believe that will all be considered, sir.

Mr. Chairman, I do not believe synergy was considered at all because if it was, there would be no logical reason to recommend closing SUBASE New London.

Allow me just a few minutes to point out some of the subsurface maritime assets that interconnect with the SUBASE in this region to make this the Submarine Capitol of the World.

1. **ELECTRIC BOAT**: The Electric Boat (EB) Division of General Dynamics

has been and is now the center for submarine design, development, production and maintenance. It is located just one mile down the Thames River, has been here for generations, and interacts with the SUBASE daily.

Every day some 500 EB workers from Connecticut and Rhode Island come into the SUBASE gates to perform maintenance, repair and other functions on our submarines.

RADM Mark Kenney recently commented on the synergy that exists between EB and the SUBASE when he said:

> "We can get that synergy. We can flow work back and forth, we can train crews while they're in maintenance availabilities here and we can keep the ships in this same geographic region. The synergy of the base, the yard, the submarine school, the squadrons, the waterfront, the weapons, they're all here."

At EB, generations of the world's most skilled shipbuilders have designed, built and maintained every class of submarines here since the start of modern undersea warfare. EB employs over 11,000 workers at two principal locations:

A. The Groton shipyard has two major functions: first, submarine design and engineering; and second, submarine assembly, test and delivery. All EB design and engineering work takes place in Groton, supported by a network of modern digital design and analysis tools.

B. The Quonset Point Facility, forty minutes from Groton on the shore of Narragansett Bay, Rhode Island is where the construction of all Electric Boat submarines begins. Quonset Point produces submarine hull cylinders at its Automated Frame and Cylinder Manufacturing Facility, using a fraction of the manpower once required forming a traditional hull.

The benefits of co-location apply to submarine design and engineering, too. Naval officers regularly interact with the innovators of EB, telling them what works and what doesn't underway. They are a source of ideas and a reality check during the development of tomorrow's submarines.

The Navy's next submarine will almost certainly be designed at Electric Boat in Groton because this is the only place in the country that has those capabilities. EB

will incorporate in its blueprints the knowledge and wisdom of actual submariners – both active and retired.

2. **SUBMARINE INDUSTRIAL BASE:** Hundreds of other southern New England businesses feed into the submarine industry. The Submarine Industrial Base Council estimates 568 Connecticut suppliers for the Virginia-class program alone. Rhode Island has 150.In fact; more than 60 percent of our nation's undersea warfare work is performed in southern New England. My colleague and good friend, Rep. Jim Langevin of Rhode Island, wisely noted last week that "the combination of these factors simply cannot be replicated elsewhere with the same record of achievement."

3. **NAVAL UNDERWATER WARFARE CENTER (NUWC):** This is the Navy's full-spectrum research, development, test and evaluation, engineering ad fleet support center for submarines, autonomous underwater systems, and offensive and defensive weapons systems associated with undersea warfare.

4. **ACADEMIC INSTITUTIONS**: The Marine Sciences Department of the University of Connecticut at Avery Point, the Coast Guard Research and Development Center at Avery Point, the Marine Sciences Department of the University of Rhode Island, the Coast Guard Academy, Eastern Connecticut Sate University and Yale University are just a few of the academic resources located within 50 miles of the SUBASE New London which contribute to the synergy of subsurface excellence which is a national asset. Also within reasonable driving distances are the Marine Sciences Department of the University of Massachusetts, Woods Hole Oceanographic Institute, Harvard University and MIT. All of these have very specialized and high quality undersea research and training programs. In addition, the Coast Guard Academy conducts leadership training in homeland security for Cadets, Officers and Enlisted personnel.

5. **MYSTIC AQUARIUM'S INSTITUTE FOR EXPLORATION**: Under the leadership of the legendary Dr. Robert D. Ballard, discoverer of the Titanic, the Institute for Exploration engages in cutting edge littoral and deep ocean exploration. Dr. Ballard's activities have provided missions for the Navy's NR-1 nuclear research submersible, and have extraordinary implications for American's national intelligence capabilities. We hope that the Commission will accommodate a detailed briefing on these activities in the future.

In October 14, 2004, Michael W. Wynne signed a memorandum regarding the BRAC 2005 Military Value Principles. A close examination of the role of Naval

Submarine Base New London as the hub of a center of excellence for subsurface warfare in New England reflects these military value principles and should make the case for keeping the base open. A detailed analysis of these synergistic components will be forthcoming in subsequent hearings when the Department of Defense releases additional data relative to their base closure decisions.

I am blessed to live in a community which for almost 100 years has visualized, designed, developed, built, deployed, based, repaired and maintained the most complicated machines ever built and operated by mankind – U.S. Navy Submarines. And their work goes on. And their work has in the past given us control of the subsurface battlefield.

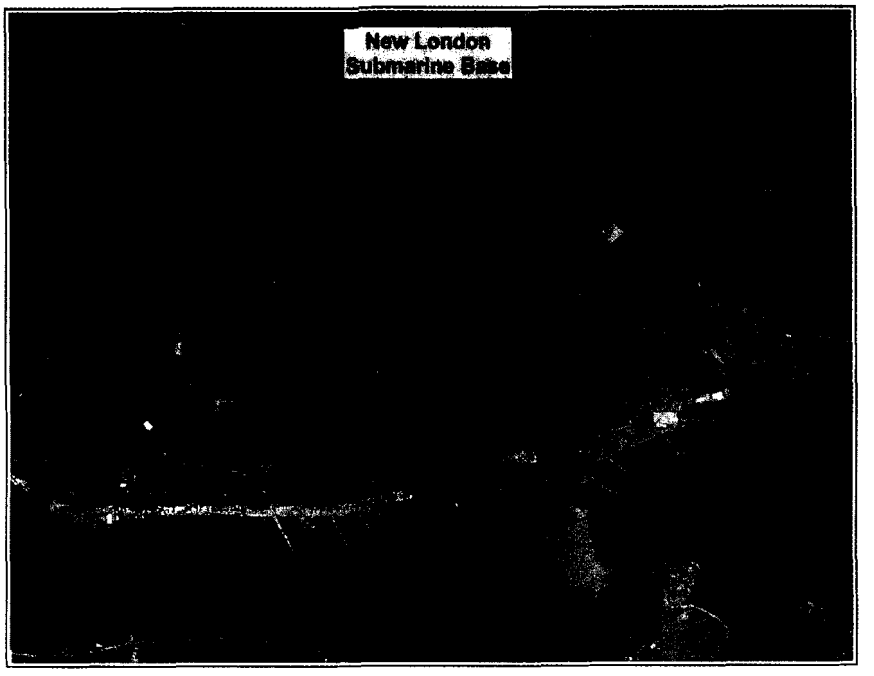
The future is less clear. But one thing is certain. If we destroy this center of excellence by dismantling one of its most important components – the Naval Submarine Base New London – we place our sailors, our Nation and our Democracy at risk. This is not a wise choice.

In the words of The Hon. Duncan Hunter, Chairman of the House Armed Services Committee, on May 13, 2005, when he heard that SUBASE New London was listed for closure:

> "I will continue to ...emphasize the importance of the collocation of the base with the nation's premier submarine construction facility. This interchange between operators and builders is critical to the continued supremacy of our undersea fleet."

Chairman Hunter was correct.

Now I am pleased to introduce Annapolis Graduate and Retired Submarine Captain John Markowicz to outline for you just some of the questions we have about the Department of Defense's analysis of the our submarine base.



BRAC COMMISSION/NAVY HEARING
MAY 17, 2005

"We wanted to ensure that all bases were treated equally. In that regard, we sought to look at everything in a **fair and objective** way, as required by law. There were **no pre-decisions** in this process. And we sought to obtain like data for like types of installations so that we could **compare them fairly**."

Hearing Transcript, Pages 4, and 5

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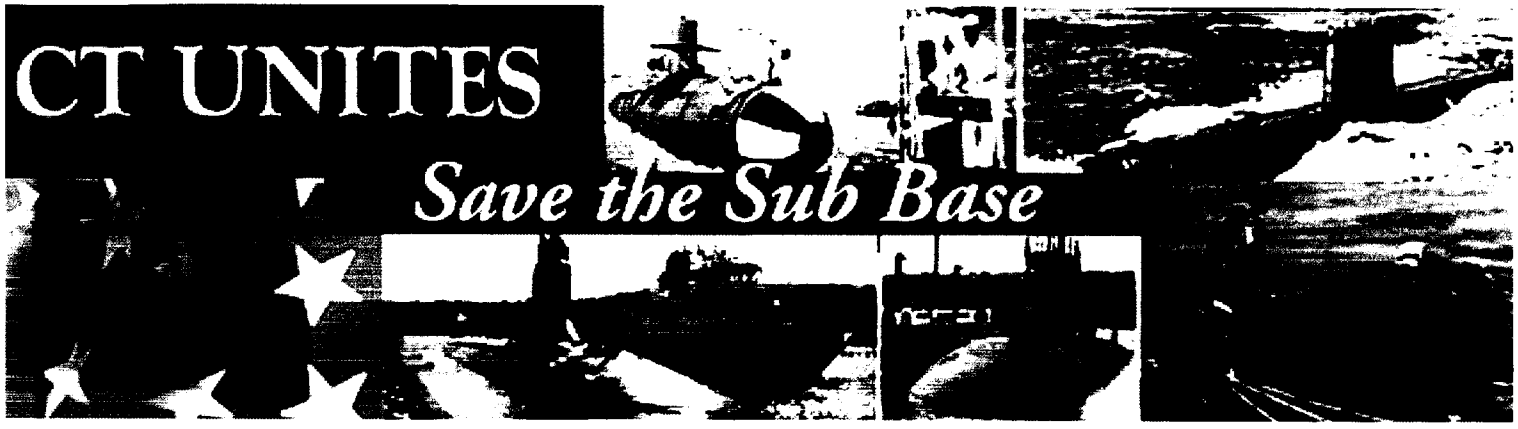

Presentation to the

Base Closure and Realignment Commission

June 1, 2005

Economic Impacts

Loss of the Sub Base to CT:

- 14,040 direct jobs and indirect jobs.
- $1.3 billion to Connecticut's GSP annually.
- $44.7 million in net new revenue to the state annually.

If Electric Boat were to relocate, the numbers increase to:

- 31,500 direct and indirect jobs.
- $3.3 billion in GSP annually.
- $162.3 million in net new state revenue annually.

The costs to reproduce the needed infrastructure (hospitals, schools, housing, utilities, etc.) elsewhere will be borne by federal, state, and local taxpayers.

The needed infrastructure currently exists in Connecticut!

Cost to Employers

- If 5,600 civilian workers lose their jobs as a result of the base closure:
  - $28 million in additional unemployment payments would be paid by Connecticut employers.
  - For each job lost, Connecticut employers would have to pay about $5,000 into the Unemployment Fund.

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Environmental Status

Current Site Features:

- The distance from the sub base to Long Island Sound is straight and short, and provides direct access to major trans-Atlantic and coastal sea lanes.

- Its location up-river provides protection during storms, with hurricanes and tropical storms occurring less frequently than in the southeast.

- The Thames River has a channel depth of 40 feet and is free flowing and non-sedimenting (which eliminates the need for frequent dredging).

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Environmental Status

Contamination Status:

- Approximately 29 known areas of environmental concern.
  - 14 sites have been remediated to date.
  - 13 sites need further investigation/remediation.
  - 2 sites need to be remediated.

- Numerous authorized water discharges and underground storage tanks and a licensed RCRA (hazardous waste treatment, storage, disposal) facility.

- Contaminated groundwater is not a drinking water issue (base is on public water supply system).

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Environmental Status

Base Closure Issues:

- Additional information and clean-up will be required for transfer and redevelopment, potentially including some radiological remediation.

- Base has superior environmental compliance record and an excellent working relationship with state and federal environmental regulators, including sophisticated experts in nuclear facilities and radioactive waste management.

Transportation Infrastructure

Groton, CT Norfolk, VA Kings Bay, GA

- Highway:
  - Of the three, Groton has the closest access to I-95. The annual cost of traffic congestion/delay in Groton is approximately 25% to 33% that of the other facilities when analyzing their respective regions.

- Rail:
  - Groton is served by Amtrak's Northeast Corridor service as well as Connecticut's Shoreline East Commuter Rail. A freight line also passes through the base.

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Transportation Infrastructure

Groton, CT Norfolk, VA Kings Bay, GA

- Airport:
  - Groton's travelers and businesses have a choice of two major medium hub commercial airports – Bradley in Connecticut and T.F. Green in Rhode Island. The Groton-New London airport, although smaller, is also federally certified to serve commercial air carriers and frequently handles military aircraft.

- Waterways:
  - Channel navigation to and from the sub base affords open water access within 20 miles and is the most strategically aligned for Atlantic operations.

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Workforce Competitiveness

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Jobs

- From 1992 to 2002, the Brunswick, GA metro area gained 6,900 jobs. During that same time period, the Norwich-New London area gained over 25,000.

Educational Attainment

- In 2004 more than 26% of the population (25 years or older) in New London County, CT had at least a bachelor's degree compared with less than 16% in Camden County, GA.
- New London County is the home to six higher education institutions versus one community college in Camden County.

Childcare

- Kings Bay has 5 accredited daycare centers within the base living area; New London has 31.

Homeland Security Concerns

- Because of the sub base and the other critical assets in the area there continues to be a need for security in the area.
- The unannounced routines of the submarines and their patrols of the Atlantic Ocean, Long Island Sound and the Thames River are a very strong deterrent to maritime terrorist attacks.
- The sub base also provides fire and HAZMAT support for the entire southeastern Connecticut region.
- Without the presence of the sub base, critical assets in the area will be left unprotected (U.S. Coast Guard Academy, Millstone Nuclear Power Station, Amerada Hess Fuel, Electric Boat Co. and others).

SERIOUS QUESTIONS ON THE CALCULATION OF MILITARY VALUE

- Military Value Of SUBASE New London Understated
- Indications Of Pre-decisions And Bias
- Some Bases Received Exemptions

BRAC SELECTION CRITERIA 1 – 4 MILITARY VALUE

SUBASE NEW LONDON:	18 SSNs and NR-1 10,000 Personnel (approx.) Naval Submarine Support Facility Naval Submarine School Regional Commander Headquarters
SUBASE KINGS BAY:	5 (9/05: 4) SSBNs 3,500 Personnel (approx.) Trident Refit/Training Facilities
SUBASE SAN DIEGO:	6 SSNs 1,500 Personnel (approx.) Submarine Training Center Detachment

BRAC SELECTION CRITERIA 1 – 4
MILITARY VALUE

Military Value Scoring-Surface-Subsurface Function

Ranking	DoN Activity	Military Value
2	NS Norfolk, VA	67.51
3	SUBASE Kings Bay	63.51
9	SUBASE San Diego	58.29
12	SUBASE New London	50.68
	Summary Mean:	50.64

SUBASE New London's Military Value is too low

Many bases ranked below SUBASE New London remain open

Military Value of Norfolk and Kings Bay not improved by closing SUBASE New London

BRAC SELECTION CRITERIA 1 – 4
MILITARY VALUE

FAIR AND OBJECTIVE EXEMPTIONS?

- Naval Station Everett: Decision Postponed Until After Quadrennial Defense Review
- SUBASE San Diego: Remains Open To Align Industrial Facilities/Capabilities

NOTE: NS Everett and SUBASE New London Military Value Scores are exactly the same (50.68)

BRAC SELECTION CRITERIA 1 – 4
MILITARY VALUE

CONFIGURATION ANALYSIS CONSTRAINTS REFLECT PREDECISIONS

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

BRAC SELECTION CRITERIA 1 – 4
MILITARY VALUE

"SEA-3. Does the installation have the ability to homeport SSBNs to include the ability to meet weapons stowage, transportation, maintenance, and handling requirements?"

- Why were "to include weapons stowage...handling requirements" added to this arbitrary "constraint"?
- What was the "Weight" assigned to this question? (Answer: Maximum allowed: 4.15)

BRAC SELECTION CRITERIA 1 – 4
MILITARY VALUE

"SEA-4. What is the combined total linear feet of berthing for your piers/wharves in the following categories: Adequate Linear Feet, Substandard Linear Feet, Inadequate Linear Feet?

SEA-5. What is the combined total linear feet of berthing for your piers/wharves which completed construction on or after 1 Jan 1990?"

SUBASE New London received a score of zero (0) for question SEA-4 and a score of 1.01 for question SEA-5

BRAC SELECTION CRITERIA 1 – 4
MILITARY VALUE

- Unique Capabilities Were Omitted From SUBASE New London Military Value

BRAC SELECTION CRITERIA 1 – 4
MILITARY VALUE

IRRELEVANT FACTORS VALUED

"SEA-25. What is the transit distance to the nearest anti-air warfare range?
SEA-26. What is the transit distance to the nearest naval gunnery qualification range?"

No Relevancy to Submarine Bases

BRAC SELECTION CRITERIA 1 – 4
MILITARY VALUE

MILITARY VALUE REPORT FOR SHIPYARD INTERMEDIATE MAINTENANCE ACTIVITY (IMA)

RANK	ACTIVITY	MIL. VAL. SCORE
2	TRIREFFAC KINGS BAY	0.5801
4	SIMA NORFOLK	0.4905
8	NSSF NEW LONDON	0.2961

NSSF New London maintains and repairs 18 SSNs, and TRIREFFAC Kings Bay supports 5 SSBNs.

SERIOUS QUESTIONS ON THE CALCULATION OF MILITARY VALUE

- Military Value Of SUBASE New London Understated
- Indications Of Pre-decisions And Bias
- Some Bases Received Exemptions

GENERAL QUESTIONS/COMMENTS

- HAS CAPACITY FOR SURGE AND FUTURE FORCE LEVEL CHANGES BEEN ELIMINATED?
  - HAS A DIFFICULT-TO-RECONSTITUTE (NUCLEAR CERTIFIED) WATERFRONT BEEN CLOSED?
- HAS CAPACITY AT ONE SITE BEEN RELOCATED AND ADDED TO EXCESS CAPACITY AT ANOTHER SITE?
- HAVE FACILITIES AT BASES WITH SHIPS BEEN MOVED TO BASES WITHOUT SHIPS?
- HOW MUCH IMPROVEMENT IS ACHIEVED IN MILITARY VALUE AT INDIVIDUAL RECEIVING SITES....AND AT WHAT REAL COST?

GENERAL QUESTIONS/COMMENTS

- KINGS BAY CONSISTS OF THREE COMPONENTS: SUBMARINE HOMEPORT, WEAPONS STATION AND TRAINING SITE. WERE REALIGNMENT OPTIONS CONSIDERED FOR KINGS BAY?
- ARE ALL EAST COAST STRATEGIC MISSILE SUBMARINES AT KINGS BAY "IN ONE BASKET"?
- WHY DOES THE WORD "JOINT" NEVER APPEAR IN THE MILITARY VALUE QUESTIONS AND EVALUATIONS?

CLOSING THOUGHTS

SUBASE NEW LONDON

- PIERS: Modern And Within Walking Distance of BEQ's and Waterfront Operations
- HOUSING: $200 Million Investment By Public-Private Venture (PPV)
- SUBMARINE SCHOOL: Unique Mission, Modern Facilities with State-of-the-Art Equipment
- NAVAL SUBMARINE SUPPORT FACILITY: On The Waterfront And Manned By Navy and EBCO Experts

DCN: 11624

BASE REALIGNMENT AND CLOSURE (BRAC) COMMISSIONER BRIEFING

BACKUP MATERIALS

BRAC COMMISSION/NAVY HEARING MAY 17, 2005

"We wanted to ensure that all bases were treated equally. In that regard, we sought to look at everything in a **fair and objective** way, as required by law. There were **no predecisions** in this process. And we sought to obtain like data for like types of installations so that we could **compare them fairly**."

Hearing Transcript, Pages 4, and 5

FORCE STRUCTURE PLAN

"The 20-year Force Structure Plan was submitted to Congress as part of the budget justification documents.....for FY 2005. This Force Structure Plan provided the basis for development of DON initial closure and realignment recommendations...

This Force Structure Plan was revised and submitted to Congress on March 15, 2005.....It also amended the ship composition by reducing submarines by 21 percent...."

BRAC REPORT-DoN VOL IV, Page 21

Question: Isn't this a "significant" change to the Plan?

Question: When was it discovered that the SSN force level was off by 21 percent?

Question: What were the DON initial closure and realignment recommendations, prior to the discovery of the 21 percent error in SSN force levels?

BRAC SELECTION CRITERIA 1 – 4 MILITARY VALUE

MILITARY VALUE EVALUATION QUESTIONS

SUBASE NEW LONDON:	18 SSNs 10,000 personnel Naval Submarine Support Facility Naval Submarine School Regional Commander Headquarters
SUBASE KINGS BAY:	5 (9/05: 4) SSBNs 3,500 personnel (approx.) Trident Refit/Training Facilities
SUBASE SAN DIEGO:	6 SSNs 1,500 personnel (approx.) Submarine Training Center Detachment

BRAC SELECTION CRITERIA 1 – 4
MILITARY VALUE

"Military Value Scoring, Surface-Subsurface Function

Ranking	DoN Activity	Military Value
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	Summary Mean:	50.64"

BRAC REPORT-DoN VOL IV, Appendix A, Page 1

Question: Why is SUBASE New London's Military Value so low?

Question: Does the closure of SUBASE New London improve the Military Value of NS Norfolk or SUBASE Kings Bay?

Question: Does the closure of SUBASE New London improve the overall Military Value of the Surface-Subsurface bases?

Question: Are the15 bases ranked below SUBASE New London also closed?

BRAC SELECTION CRITERIA 1 – 4
MILITARY VALUE

MILITARY VALUE EVALUATION QUESTIONS

FAIR AND OBJECTIVE "EXEMPTIONS"?

"Naval Station Everett.....DoN leadership further decided that issue resolution associated with the Carrier Strike Group relocation to the Pacific theater required additional strategic analysis and discussions following the Quadrennial Defense Review and postponed any decision until post Quadrennial Defense Review"

BRAC REPORT-DoN VOL IV, Page A-5

NOTE: NS Everett and SUBASE New London Military Value Scores are exactly the same (50.68)

BRAC SELECTION CRITERIA 1 – 4 MILITARY VALUE

MILITARY VALUE EVALUATION QUESTIONS

FAIR AND OBJECTIVE "EXEMPTIONS"?

"The discussions that occurred during these meetings were the basis for a clearer understanding of, among other things, the strategic importance of Submarine Base San Diego, CA as a submarine homeport and the importance of aligning industrial facilities/capabilities with carrier and submarine force strategic laydown."

BRAC REPORT-DoN VOL IV, Page 35

BRAC SELECTION CRITERIA 1 – 4 MILITARY VALUE

CONFIGURATION ANALYSIS CONSTRAINTS

"The solutions to the optimization model were required to meet operational requirements and policy considerations, and did so by incorporating "rules" or "constraints"…..

BRAC REPORT – DoN VOL IV, Page 32

Question: What were the constraints?
Question: How did the constraints bias the analysis?
Question: Was the analysis truly "fair" and "objective"?

BRAC SELECTION CRITERIA 1 – 4
MILITARY VALUE

CONFIGURATION ANALYSIS CONSTRAINTS

"The initial model run included the following rules approved by the DON Analysis Group:

One strategic nuclear submarine homeport per coast

Two ports on each coast capable of cold iron berthing a nuclear powered carrier"

BRAC REPORT-DoN VOL IV, Page A-4

Question: Were these constraints in fact "pre-decisions"?

Question: Did these rules "red shirt" certain bases?

Question: Were these constraints replicated elsewhere in the Military Value Evaluation?

BRAC SELECTION CRITERIA 1 – 4
MILITARY VALUE

CRUISER EQUIVALENT (CGE) QUESTIONS

"SURFACE-SUBSURFACE CAPACITY DATA

Active Homeports	Capacity (CGE)
NEW LONDON	16.25
KINGS BAY	13.5
BANGOR	7.75"

BRAC REPORT-DoN VOL IV, Appendix A, Page 2

Question: How was CGE calculated at New London, Kings Bay, and Bangor?

Question: Did the use of CGE again bias the Base Capacity analysis against SUBASE New London as in BRAC 1993?

BRAC SELECTION CRITERIA 1 – 4
MILITARY VALUE

MILITARY VALUE EVALUATION QUESTIONS

"SEA-2. How many CVNs can you berth at your activity in cold iron status?"
BRAC REPORT – DoN VOL IV, Appendix A, Page 1

Question: Isn't this question also one of the arbitrary "constraints"?
Question: What was the "Weight" assigned to this question"? (Answer: Maximum allowed: 4.15)
Question: Was the use of "cold iron status" indicative of a "pre-decision"?

BRAC SELECTION CRITERIA 1 – 4
MILITARY VALUE

MILITARY VALUE EVALUATION QUESTIONS

"SEA-3. "Does the installation have the ability to homeport SSBNs to include the ability to meet weapons stowage, transportation, maintenance, and handling requirements?"
BRAC REPORT- DoN VOL IV, Appendix A, Page 1

Question: Isn't this question another one of those arbitrary "constraints"?
Question: Why were "to include weapons stowage...handling requirements" added to the arbitrary "constraint"?
Question: What was the "Weight" assigned to this question? (Answer: Maximum allowed: 4.15)
Question: Did the "constraint" and this "question" produce *a* "pre-decision?"

BRAC SELECTION CRITERIA 1 – 4
MILITARY VALUE

MILITARY EVALUATION QUESTIONS

"SEA-4. What is the combined total linear feet of berthing for you piers/wharves in the following categories: Adequate Linear Feet, Substandard Linear Feet, Inadequate Linear Feet?

SEA-5. What is the combined total linear feet of berthing for your piers/wharves which completed construction on or after 1 Jan 1990?"

BRAC REPORT – DoN VOL IV, Appendix A, Page 1

Question: Why did SUBASE New London get a score of zero (0) for question SEA-4 and a score of 1.01 for question SEA-5?

BRAC SELECTION CRITERIA 1 – 4
MILITARY VALUE

MILITARY VALUE EVALUATION QUESTIONS

"SEA-7a-c. What is the relative value of the on-base Intermediate Maintenance (IM) facility in terms of capability and capacity?"

BRAC REPORT-DoN VOL IV, Appendix A, Page 3

Question: How did Kings Bay rank third among all bases (just behind NSY Portsmouth NH and NSY Norfolk, VA)?

BRAC SELECTION CRITERIA 1 – 4
MILITARY VALUE

MILITARY VALUE EVALUATION QUESTIONS

"SEA-9. What is the distance (safe navigation route) from your pier/wharf to the nearest nuclear capable shipyard?"
BRAC REPORT-DoN VOL IV, Appendix A, Page 3

Question: How far is EBCO from SUBASE New London?
Question: How far is Norfolk Naval Shipyard or Newport News from Kings Bay?
Question: How did Kings Bay receive a score of 1.18 compared to SUBASE New London score of 3.01?

BRAC SELECTION CRITERIA 1 – 4
MILITARY VALUE

MILITARY VALUE EVALUATION QUESTIONS

"SEA-11. Is there a deperming facility in the natural harbor complex?"
BRAC REPORT-DoN VOL IV, Appendix A, Page 4

Question: How often is a submarine depermed?
Question: Why was the phrase "in the natural harbor complex" used as the binary metric?
Question: Is this another example of a "pre-decision"?

BRAC SELECTION CRITERIA 1 – 4
MILITARY VALUE

MILITARY EVALUATION QUESTIONS

"SEA-13. Does the activity have specialized security/emergency service capabilities?"
BRAC REPORT DoN VOL IV, Appendix A, Page 5

Question: Why were three of the four "Capability" categories of the question only tailored to nuclear weapons?

Question: Why was three fourths of the scoring (.75 out of a possible 1.0) tailored to nuclear weapons...including SSBNs?

Question: Was the form and substance of this question designed to enhance the Military Value of a specific base?

BRAC SELECTION CRITERIA 1 – 4
MILITARY VALUE

MILITARY VALUE EVALUATION QUESTIONS

"SEA-14. List and describe any unique capabilities or missions performed by your activity. Unique is defined as a capability or mission performed at no other location.

SEA-22. List any unique operational training facilities (defined as a facility that exists at no other location)"
BRAC REPORT-DoN VOL IV, Appendix A, Pages 6 and 9

Question: Why were these questions deleted so late (Sep04)?

Question: Is the unique mission of Naval Submarine School performed other than at SUBASE New London?

Question: Are the unique Seawolf and Virginia Class operational trainers at any location other than SUBASE New London?

BRAC SELECTION CRITERIA 1 – 4
MILITARY VALUE

MILITARY VALUE EVALUATION QUESTIONS

"SEA-25. What is the transit distance to the nearest anti-air warfare range?
SEA-26. What is the transit distance to the nearest naval gunnery qualification range?"
BRAC REPORT-DoN VOL IV, Appendix A, Page 11

Question: What is the relevancy of these questions to nuclear submarine bases?
Question: Did using these questions and their scores bias the Military Evaluation to certain submarine bases?
Question: Though "objective" was the use of these questions "fair"?

BRAC SELECTION CRITERIA 1 – 4
MILITARY VALUE

MILITARY VALUE EVALUATION QUESTIONS

"SEA-34a. In the table below, provide the percent of ship underways and arrivals delayed more than three hours due to weather."
BRAC REPORT-DoN VOL IV, Appendix A, Page 12

Question: Why was this question deleted due to the non-availability of data from some activities?
Question: At what bases is weather data unavailable?
Question: Would this data have addressed port operations impacted by hurricanes?

BRAC SELECTION CRITERIA 1 - 4
MILITARY VALUE

MILITARY VALUE EVALUATION QUESTIONS

"SEA-36. What is the distance to the nearest Explosive Ordnance Detachment support?"
BRAC REPORT-DoN VOL IV, Appendix A, Page 14

Question: Why is the evaluation parameter "distance"?

Question: Wouldn't a "fairer" parameter have been "response time"?

Question: Did this question bias the evaluation toward bases that currently have EOD on site?

BRAC SELECTION CRITERIA 1 – 4
MILITARY VALUE

MILITARY VALUE EVALUATION QUESTIONS

"SEA-38. What percent of the week was your harbor's operations limited due to dredging or other restrictions, not including dredging?"
BRAC REPORT-DoN VOL IV, Appendix A, Page 16

Question: Does Kings Bay require annual maintenance dredging? (YES)

Question: Does New London harbor require annual maintenance dredging? (NO)

Question: How did Kings Bay and SUBASE New London both receive the same score to this question?

BRAC SELECTION CRITERIA 1 – 4
MILITARY VALUE

MILITARY VALUE EVALUATION QUESTIONS

"ENV-1a. Does your harbor require dredging operations?
ENV-1b. Is a dredge spoil site identified? If so, what is the remaining capacity?"
BRAC REPORT-DoN VOL IV, Appendix A, Page 19

Question: How often must Kings Bay be dredged?
Question: How often must New London Harbor be dredged?
Question: How did Kings Bay score (.68) twice a high as New London (.34) in this Military Value question?

BRAC SELECTION CRITERIA 1 – 4
MILITARY VALUE

MILITARY VALUE EVALUATION QUESTIONS

"ENV-4. "Excluding DERA funds, provide the average annual total cost of environmental fees studies, permits, licenses, projects, etc."
BRAC REPORT DoN VOL IV, Appendix A, Page 23

Question: Why were DERA funds completely excluded from this question?
Question: How would the Military Value of bases been impacted if DERA funds were considered?

BRAC SELECTION CRITERIA 1 – 4
MILITARY VALUE

MILITARY VALUE EVALUATION QUESTIONS

"ENV-7a. Do current Endangered Species/Marine Mammal Protection Act restrictions affect shore/in- water operations.....

ENV-7b. Does the existence of marine sanctuaries restrict operations.....

ENV-7c. Has the presence of coral reefs, marine mammals....or other sensitive marine zones resulted in restrictions....?"

BRAC REPORT-DoN VOL IV, Appendix A, Page 26

Question: What are the endangered species (manatees) at Kings Bay and at SUBASE New London?

Question: What information was requested in the Data Calls?

Question: How were the Kings Bay (.86) and SUBASE New London (1.15) scores determined?

BRAC SELECTION CRITERIA 1 – 4
MILITARY VALUE

MILITARY VALUE EVALUATION QUESTIONS

"PS-10. For the top five sea intensive ratings in the principle warfare community your base supports, provide rating, #sea billets in local area, and # shore billets in local area."

BRAC REPORT-DoN VOL IV, Appendix A, Page 34

Question: Why was this question limited to the "top five sea intensive ratings"?

Question: Why was the Evaluation process changed to "number of shore billets/CGE ratio"?

Question: How did Kings Bay score twice as high as SUBASE New London ?

BRAC SELECTION CRITERIA 1 – 4
MILITARY VALUE

MILITARY VALUE EVALUATION QUESTIONS
SPECIALIZED SKILLS TRAINING

LOCATION	NUMBER OF STUDENTS CLASSROOM CAPACITY	CURRENT USAGE	MILITARY VALUE SCORE INITIAL	PROGRESSION	FUNCTIONAL
NEW LONDON	3077	1848 (60%)	35.82	39.56	37.85
NORFOLK	7017	2074 (30%)	38.55	52.68	51.29
KINGS BAY	5950	186 (3%)	40.79	56.45	45.34

BRAC REPORT, JC-SG VOL VI, Capacity-Pages 32,
Military Value-Pages 8 -14

Question: Why are the Military Value Rankings opposite to the order of the current classroom utilization?

Question: What were the specific criteria and data used to determine Specialized Skills Training Military Value?

BRAC SELECTION CRITERIA 1 – 4
MILITARY VALUE

MILITARY VALUE EVALUATION QUESTIONS

"IJCSG SUMMARY MILITARY VALUE REPORT FOR MAINTENANCE IMA

MAINTENANCE COMMODITY	MILITARY VALUE SCORE NSSF NEW LONDON	SWFLANT KINGS BAY
AIRCRAFT/COMPONENTS/ENGINES	0.0001	0.0451
COMM/ELECTRONIC EQUIP	0.0001	0.0451
FABRICATION/MANUFACTRNG	0.0001	0.0451
GROUND VEHICLE/ COMPONENTS	0.0001	0.0451
ORDNANCE, WEAPONS,MISSILES	0.0001	0.0575
OTHER COMMODITY	0.0001	0.0302
SOFTWARE	0.0001	0.0451
SUPPORT EQUIPMENT	0.0001	0.0451"

IJCSG FINAL REPORT, MILITARY VALUE REPORT, PAGES 121 and 151

QUESTION: How were these Military Value scores determined?

QUESTION: Was there a "predecision" in determining the Military Value of NSSF New London?

BRAC SELECTION CRITERIA 1 – 4
MILITARY VALUE

MILITARY VALUE EVALUATION QUESTIONS

"IJCSG SUMMARY MILITARY VALUE REPORT FOR SHIPYARD IMA

RANK	ACTIVITY	MIL. VAL. SCORE
2	TRIREFFAC KINGS BAY	0.5801
4	SIMA NORFOLK	0.4905
8	NSSF NEW LONDON	0.2961"

IJCSG FINAL REPORT, MILITARY VALUE REPORT, PAGE 1

Question: NSSF New London maintains and repairs 18 SSNs, and TRIREFFAC Kings Bay supports 5 SSBNs. How were these Military Value scores determined?

Question: With 0.2961 Shipyard IMA Military Value Score, how did NSSF New London get 0.0001 Maintenance IMA Military Value scores?

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New London CODEL/Community Meeting

August 2, 2005

NAME	POSITION	TELEPHONE NUMBER
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Mr. Tod Schaefer,	Electric Boat	
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Mr. Mark Proctor	Whitney, Brown & Bradley Company	
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Gary Miller	BRAC Environmental Representative	703.699.2950

DCN: 11624

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
2521 CLARK STREET, SUITE 600
ARLINGTON, VIRGINIA 22202
(703) 699-2950

MEMORANDUM OF MEETING

DATE: 2 August, 2005

TIME: 1430-1545

MEETING WITH: New London CODEL and Representatives from the Connecticut Realignment Coalition, General Dynamics-Electric Boat, Whitney, Brown & Bradley Company and The Washington Group
SUBJECT: Congressional and Community inputs about the recommendation to close Submarine Base New London

PARTICIPANTS:

Name/Title/Phone Number:

Albert Konetzni/VADM U.S. Navy (Ret.)
Ms. Gina McCarthy/Connecticut Commissioner of Environmental Protection
Mr. Hank Teskey/ Electric Boat/860.433.1537
Mr. Al Sack/ Vice President, Whitney, Bradley & Brown
Mr. John Markowicz/ Connecticut Realignment Coalition/860.437.4659
Mr. Mark Proctor/Whitney, Bradley & Brown Company
Mr. James Noone/The Washington Group
Mr. Neal Orringer/ Sen. Dodd's office/202.224.2680
Mr. Justin Bernier/Rep. Simmons Office/202.225.5004
Elizabeth Stafford/ Gov. Rell's office/202.347.4535

***Commission Staff*:**

Jim Hanna Navy/Marine Corps Team Leader
***Hal Tickle Navy/Marine Corps Senior Analyst**
Michael Kessler Navy/Marine Corps Team Associate Analyst

MEETING SUMMARY: The group reviewed strategic and military value of Submarine Base New London and additional information including COBRA runs to provide their analysis of the recommendation to close the base. Affected evaluation criteria are one through eight. Detailed information was presented to support their position. An overview, summary sheet and COBRA run in addition to the DoD COBRA were provided to the Commission Staff. BRAC staff questions concerning data input assumptions were addressed. Commission staff analysts conducted an overview of community concerns.

- **Closure would deny a critical military strategic presence and flexibility not only in the Northeast, but for the Nation**

- **Closure would sever synergy relationships with the Submarine School, Submarine Development Squadron 12, Electric Boat (designs, constructs, maintains and trains crews for Attack Submarines), Naval Undersea Medical Institute, Naval Submarine Support Facility and nearby facilities at Newport, R.I. such as the Naval Undersea Warfare Center, Surface Warfare Officers School and the Naval War College as well as loss of nearby college and university centers of undersea research**

- **Recommendation is based on a 20-year Force Structure Plan with approximately 15 fewer Attack Submarines than required and will thereby restrict future Navy SSN capability because of insufficient basing capacity.**

- **Military value for New London was greatly undervalued by not considering the Submarine School, piers and synergy opportunities**

- **Costs of closing are underestimated because of environmental considerations, personnel relocation, reconstitution of facilities at Norfolk, VA and Kings Bay, GA, particularly relocation of the Submarine School and increased costs associated with geographical separation from Electric Boat**

- **Overestimation of savings because of unrealistic personnel savings, overstated recurring savings and construction requirements at Norfolk and Kings Bay to accommodate relocations**

- **Greater economic impact to the local and extended area because of jobs associated with not only the base, but also those losses attendant with supporting facilities including Electric Boat**

* Denotes individual responsible for completing the memorandum

DCN: 11624

SUBASE New London BRAC Commission Briefing

COBRA Model Analysis

08/02/2005

COBRA Model Analysis Overview

- One-time military construction costs underestimated by at least **$269m** $267 mm *
- Recurring personnel savings overstated by **$84m/yr**
- One-time moving costs understated by **$31m**
- Recurring other unique costs underestimated by **$42m/yr**
- Recurring overhead cost **$50m**

COBRA Model Analysis
One Time Costs

- Submarine School training facilities - $47m
  - Navy used cost of $211/sf should be $325/sf
- Kings Bay Pier Construction - $10m *
  - COBRA model uses cost of $14m
  - Pier cost per FPG $24m
- Kings Bay Soil Conditions (FEMA) - $30m
- BEQ/Housing/Footprint - $128m
- New drydock-NFLK ($93m-$39m) - 54m *
- Installation/relocation costs - $31m

COBRA Model Analysis
Recurring Savings

- Personnel savings overstatement - **$84m/yr**
  - COBRA eliminated 1,560 billets for $169M/yr savings
  - Reduction overstated by approximately 780 billets
- Examples:
  - 533 medical billets serve 8,045 personnel at NLON
    - 62 are to be relocated to service 6,485 ($37m savings)
    - GAO found reduction overstated by 214 billets ($18m costs) *
- COBRA omitted NLON retiree medical costs
  - NAVY BRAC agreed to TRICARE increase of $5m *

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COBRA Model Analysis Recurring Savings (Con't)

- BOS algorithm overstates savings ($15m) *
  - Eliminated 1,188 actual billets and $12m non-payroll
  - Added 283 billets at KB and Norfolk and $15m non-payroll BOS (+$3m non-payroll delta=50 billets)
  - Per Navy analysis, BOS costs are 50% fixed, 50% variable. 594 billets should be relocated
- NLON could outsource military BOS billets as done at KB ($17m) *
  - 451 military = 372 civilians due to 33 hour work week
  - Save $39m, cost $22m net savings = $17m

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COBRA Model Analysis Recurring Savings (Con't)

- BRAC double counts previously reported * Chief of Navy Installations ("CNI") billet reductions
  - 1,223 non-medical billets per COBRA, 994 as of today ($19M)
- Further reductions at NLON anticipated * through 2011

COBRA Model Analysis
Other Unique Costs

- Contractor cost savings overstated - **$42m/yr**
- Savings are a result of:
  - Headcount reduction (438 at NLON vs. 143 KB/NFK)
    - Wrong because no change in sub maintenance workload
  - Comparing actual savings to COBRA model defaults
    - Actual NLON Savings = 438 contractors at $114k ($50m)
    - COBRA Default Costs =143 civilian government employees at $60k ($8m)
- Norfolk actual data call requested 207 billets at * $174k ($36m) - - - this submission was ignored

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COBRA Model Analysis
Recurring Overhead Costs

- Approximately $50m in overhead costs would be applied to new construction with the loss of overhaul and repair volume

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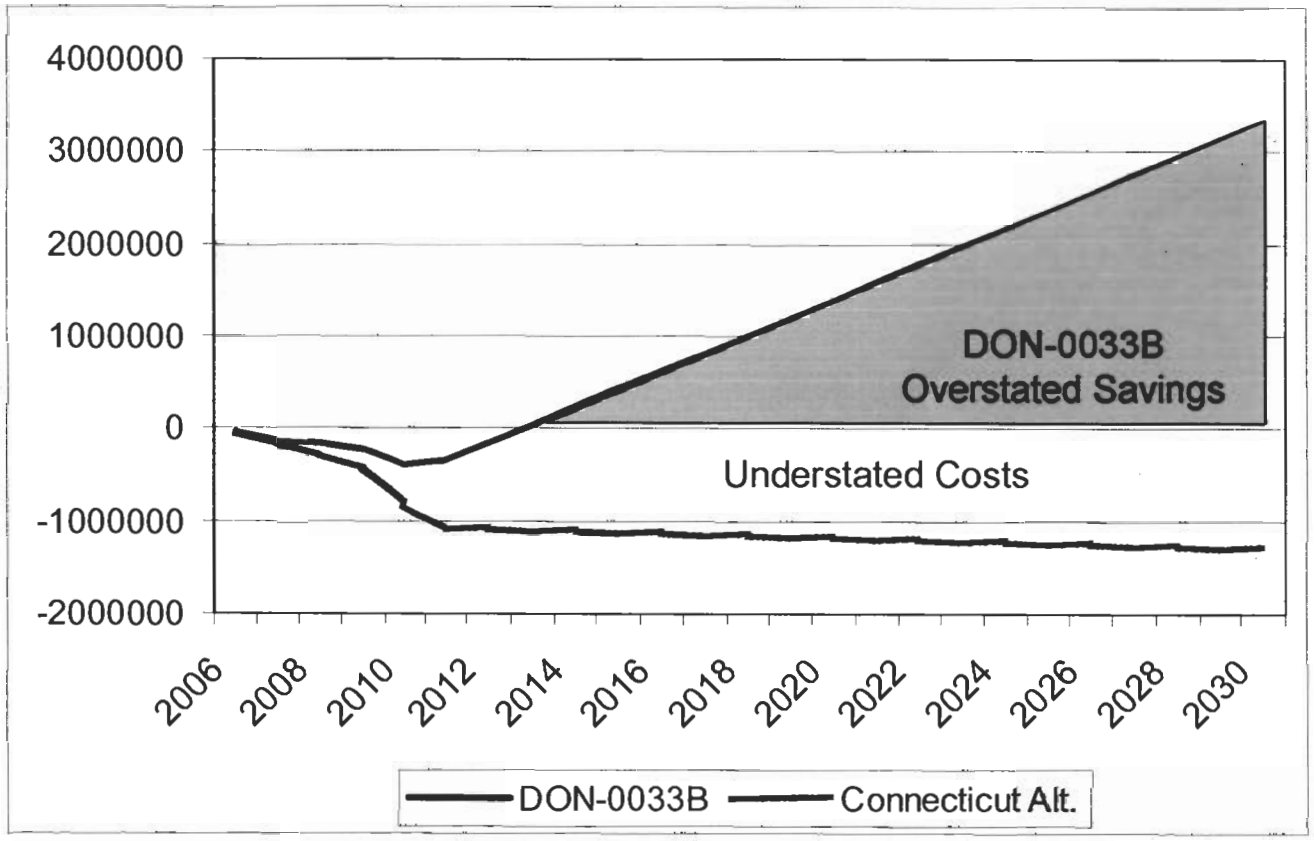
Comparison of Potential Savings Analysis



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SUBASE New London COBRA Adjustments

One-Time Costs	(millions)
NAVY TOTAL	**$680**
Sub School Training Facilities	**$47**
Navy used cost of$211/sf should be $325/sf	
Kings Bay Pier Construction	**$10**
COBRA model uses cost of $14 million	
Pier costs per FPG is $24 million	
Kings Bay Soil Conditions (FEMA)	**$30**
Additional Housing & BEQ Costs at Kings Bay	**$100**
New Dry-Dock @ Norfolk	**$54**
Dry-dock will not be moved from Washington	
Added Installation/Relocation Costs	**$31**
Environmental	**$125**
TOTAL	**$1,077**

Recurring Savings	(millions)
Navy Total	**$ 193**
Billet Savings	**$ (84)**
COBRA omitted NLON retire medical costs ($5M)	
BOSS Algorithm overstates savings ($15M)	
NLON could outsource military BOSS Billets (17M)	
Double counting of CNI Billet reductions ($18M)	
Contractor Costs savings overstated	**$ (42)**
Additional EB Overhead Costs	**$ (50)**
TOTAL	**$ 17**

SUBASE New London COBRA Scenarios

#	Scenario	One-time (costs)	Net implementation (costs) or savings	Net annual recurring savings	Payback Period	20-year net present value
1	BASE CASE: DON-0033B	$ (679.6)	$ (345.4)	$ 192.8	3 years	$ (1,576.4)
2	Corrects DON-0033B for the number of contractors eliminated and the number of DOD personnel added in Norfolk and Kings Bay. Also adds $133 million in construction for KB Pier, Submarine School and environmental costs	$ (809.1)	$ (71.2)	$ 37.7	30 years	$ 273.7
3	Identical to Scenario 2 with additional $80 million in one-time costs for 800 housing units in Kings Bay and $125 million for environmental remediation at SUBASE New London	$ (1,077.0)	$ (917.4)	$ 37.7	46 years	$ 455.8
4	Identical to previous scenario plus additional miscellaneous recurring costs of $50 million per year to reflect increased EB overhead that will be charged back to the Navy	$ (1,077.0)	$ (1,067.4)	$ (12.3)	Never	$ 1,080.2

Site	CY	CE	Charleston NR	Charleston G-RAM	Mare Island NR	Mare Island G-RAM	S1C NR	Radium Clock	Radium Clock Est
Sq. Ft. Surveyed			5,000,000	150,000	5,000,000	1,250,000	55,000	50,000	2,000,000
Bldg (Sq. Ft.)		140,000							
Land Area-Acres	14	1							
HSA	$1,500,000.00								
Decomm Plan		$250,000.00							
Characterization	$3,000,000.00	$1,000,000.00							
DCGL		$325,000.00							
Dose Modeling									
FSS	$15,000,000.00	$250,000.00	$27,277,597.00	$49,655.00	$27,347,737.00	$479,459.00	$5,000,000.00	$750,000.00	$750,000.00
Total	$19,500,000.00	$1,825,000.00	$27,277,597.00	$49,655.00	$27,347,737.00	$479,459.00	$5,000,000.00	$750,000.00	$750,000.00
Cost/Sq.Ft.	$31.98	$9.94	$5.46	$0.33	$5.47	$0.38	$90.91	$15.00	$0.38

Site	Subase NR	Subase G-RAM	Subase	Subase DEP Est.	Subase DEP Est.	Subase DEP Est.
Sq. Ft. Surveyed	624,832	269,073	893,905		893,905	
Bldg (Sq. Ft.)						
Land Area-Acres				20		20
HSA				$2,000,000.00	$393,318.20	$383,328.00
Decomm Plan						
Characterization				$5,000,000.00	$983,295.50	$958,320.00
DCGL					$0.00	$0.00
Dose Modeling					$0.00	$0.00
FSS	$3,342,851.00	$96,866.00	$3,439,717.00	$18,000,000.00	$3,539,863.80	$3,449,952.00
Total	$3,342,851.00	$96,866.00	$3,439,717.00	$25,000,000.00	$4,916,477.50	$4,791,600.00
Cost/Sq.Ft.	$5.35	$0.36	$3.85	$28.70	$5.50	$5.50

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Criteria 8: Environmental Assessment and Restoration

- Substantial Deviation from BRAC Selection Criteria:
  - Exclusion of consideration of Restoration Costs is a complete and substantial deviation from BRAC Criterion 8
  - Underestimate of closure and restoration costs significantly skews savings projections
  - Deed Restriction? – Failure to consider legal implications of Federal Facilities Agreement and deed restrictions skews costs
- The Result: Costs impacts to Navy and the community are severely underestimated – invalidating the cost/benefit assessment

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Closure Costs: Immediate and Unavoidable Consequence of Base Closure

Program	DEP Estimate	Navy Estimate
•Hazardous Waste	$ 4,317,250	$ 1,000
•Underground Tanks	$ 1,265,000	Not Identified
•Radiological	$ 31,510,000	$ 9,950,000
Total	$37,092,250	$9,951,000
Costs Not Considered by the Navy	**$27,141,250**	

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Restoration Costs – Must be Considered

Program	DEP Estimate	Navy Estimate
•Superfund	$65,019,975	$23,000,000
•Hazardous Waste	$12,682,806	0
•Underground Tanks	$12,130,000	Partial in Superfund
•PCB	$ 652,147	Partial in Superfund
•Pesticides	$35,000,000	0
•Radiologic	Unknown	
Total	Unknown: $125,484,928 plus costs of radiological remediation (1)	$23,000,000
Costs Not Considered by the Navy	**Unknown: $102,484,928 plus radiological** (1)	

(1) Navy documentation verifies that radiological assessment has not been completed and associated remediation costs cannot be estimated at this time. DOD has historically underestimated restoration costs (see case studies).

Closure vs. Remediation Costs

- Closure Costs = Pay me <u>now</u>
  $37,092,250

- Remediation = Pay me <u>sooner</u>
  $125,484,928 (plus radiological remediation)

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FFA and Deed Restrictions Require Clean Up Before Base Transfer

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 2011 not considered) inconsistent with FFA

what deed? 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 may not go to Navy

Additional Environmental Factors Need to be Considered

- Environmental issues play key factor in military readiness and operating costs
  - Shoaling Rates:

    New London: Dredging every 15 years

    Kings Bay: Annual Dredging and Continuous Sediment Controls
  - Storm Severity and Frequency:

    New London: No interruption in operations

    Kings Bay: High frequency of severe hurricanes and tropical storms mean high risk of inoperability
  - Endangered Species:

    New London: No special restrictions

    Kings Bay: Costly operational protocols to protect right whales, manatees and sea turtles

DCN: 11624

The Day

U.S. Navy Cleanup Cost Estimate On Target

Published on 7/22/2005

Letters To The Editor:
I am writing to explain the basis for the cost estimate to support the radiological release of Sub Base New London for unrestricted future use, should it be closed under the Defense Base Realignment and Closure Commission.

An article in The Day titled "McCarthy: Navy's cost estimate for sub base cleanup far too low," published July 7, quoted the Connecticut Department of Environmental Protection testimony stating "major costs underestimated by the Navy include . . . dealing with radiological equipment used in conjunction with nuclear-powered submarines. The Navy calculated this cost at $9.95 million, while the state says the cost would be $31.5 million." The article also states, "The written testimony also notes the Navy's estimate makes no mention of how much it would cost to remediate radiological contamination at the base."

These statements are inaccurate.

The Navy has substantial knowledge of existing sub base conditions. We have extensive and relatively recent experience and cost data for closing facilities that performed complex radiological work, and releasing them for unrestricted future use with respect to radioactivity: Charleston and Mare Island Naval Shipyards between 1993 and 1996. The Environmental Protection Agency and the states were involved throughout these processes and satisfied with the results.

The Navy's $9.95 million estimate for the submarine base included $3.28 million for facility dismantlement, $3.23 million for radiological waste disposal, and $3.44 million for surveys and sampling. The survey total was based on release of 624,832 square feet for the Naval Nuclear Propulsion Program (NNPP), and 269,073 square feet for general radioactive material (G-RAM, all Navy non-NNPP applications of radioactivity, such as medical or historical radium use). Hence, the Navy's $9.95 million estimate for radiological closure of the sub base has a solid basis.

Mark W. Kenny
Groton

Editor's note: The writer is a rear admiral in the Navy, and is commander of Navy Region Northeast and Submarine Group Two.

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DCN: 11624

STATE OF CONNECTICUT

DEPARTMENT OF ENVIRONMENTAL PROTECTION

[illegible] STREET [illegible]

PHONE [illegible]

August 1, 2005

To the Editor of The Day:

In his recent letter to the editor, Rear Admiral Mark Kenny explained the reasoning behind the U.S. Department of Defense's $9.95 million estimate for the cost of cleaning up radiological waste if the Submarine base in New London is closed (U.S. Naval Cleanup Cost Estimate on Target, July 22, 2005). After carefully reviewing Admiral Kenny's explanation, the Department of Environmental Protection stands by our assertion that the Department of Defense's estimate is too low and that the real cost of the radiological cleanup will be at least $31.5 million.

The Navy estimated the cost of the radiological cleanup based on the erroneous assumption that what it knows about radiological conditions at the "Lower Base" o approximately 20 acres used by the Naval Nuclear Propulsion Program (NNPP) - can be reasonably applied to the rest of the 687 acre facility. This assumption is not valid because the Navy has limited knowledge of radiological use and conditions for non-NNPP areas.

In fact, the Navy is on record as stating "(w)ere this facility to shut down, significant additional sampling and surveying would be performed prior to releasing the facility for unrestricted use...the Navy acknowledges that additional characterization of both the buildings and environmental areas {for the presence of radioactive materials} would be necessary were the Sub Base to be shut down..." (letter dated March 6, 1996 from J. Tarpey, Acting Director, Radiological Controls, Department of the Navy to Kymberlee Keckler, Remedial Project Manager, U.S. Environmental Protection Agency).

In addition, the Navy's estimate is based upon outdated radiation survey and site investigation processes. In 1997 several federal agencies, including the U.S. Department of Defense, developed a process known as the Multi-Agency Radiation Survey and Site Investigation Manual (MARSSIM) that improved standards for verifying successful radiological cleanup. While the Navy based its cost estimates for the sub base on its experiences at Charlestown and Mare Island, these sites were cleaned up prior to MARSSIM. The DEP's estimate of $31.5 million, on the other hand, is based on radiological cleanup activities presently being conducted in Connecticut that consistent with MARSSIM.

Until the Navy conducts a complete Historical Site Assessment meeting the standards of MARSSIM, no one can accurately determine the real cost of radiological cleanup at the Submarine base. For purposes of moving forward with the base closing process, the Department of Environmental Protection asserts reasonable estimate for calculating the true cost of closing the Submarine base.

Yours truly,

Gina McCarthy
Commissioner
Connecticut Department of Environmental Protection

DCN: 11624

New London CODEL/Community Meeting

June 28, 2005

NAME	POSITION	TELEPHONE NUMBER
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DCN: 11624

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
2521 CLARK STREET, SUITE 600
ARLINGTON, VIRGINIA 22202
(703) 699-2950

MEMORANDUM OF MEETING

DATE: 28 June, 2005

TIME: 1000-1100

MEETING WITH: New London CODEL and Representatives from the Connecticut Sub Realignment Coalition and General Dynamics-Electric Boat
SUBJECT: Congressional and Community Inputs about the recommendation to close Submarine Base New London

PARTICIPANTS:

Name/Title/Phone Number:
Mr. Gabe Stern /Connecticut Sub Realignment Coalition /202.224.8787
Hank Teskey /General Dynamics-Electric Boat /202.228.3533
Steven Karalekas/The Washington Group
Neal Orringer/Senator Dodd's Staff/202.224.2680
Eric Andersen /Office of Senator Lieberman /202.225.5004

Commission Staff:

***Hal Tickle Submarine Base New London Lead Analyst**
Michael Kessler Navy Team Associate Analyst

MEETING SUMMARY: The group recapped their review of the recommendation to close Submarine Base New London and the attendant process and analysis. While the approach appears sound, the group has differences in specific input data and subsequent impact on resultant costs and savings. Affected evaluation criteria are four through eight. Detailed information was presented to support that position. An overview, summary sheet and COBRA run documentation was provided to the Commission Staff. Their analyses are in progress; subsequent scenario COBRA run analyses, closure/environmental/remediation cost studies and economic impact studies will be forwarded as they are completed. The group was advised to submit both hard copy (for the Library) and soft copy (for the analyst) of each document. The sooner the documents can be submitted, the better for analysis; however, we will be receptive to fact-based, data-supported inputs at least until mid-July.

* Denotes individual responsible for completing the memorandum

- Approach / Process okay capacity & Military Value
- Data input underestimate costs / overestimated savings
- Survey was inadequate
- Military value (~80 questions) resulted in analysis where definition ± / margin of error made results unuseful
- Group did COBRA runs on Dec 2004 (move SSBN from Norfolk) as well as 2033 - close N.L.
- Use of Net present value 7.8% is far too low - should use 4.25% (treasury rate)
- Economic impact ~~misstated~~ inaccurate based on state-wide input (study to follow)
- Clean up costs - closure costs - environmental remediation - all under estimated

DCN: 11624

BRAC Commission briefing

Hank Tenkey

COBRA Model Analysis

06/~~20~~/2005

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Jerrin J

CMEEC
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Gabriel B. Stern
Director, Planning & Project Development

Serving Public Power in Connecticut

COBRA Model Analysis Overview

- One-time Military Construction costs underestimated by at least **$110m**
- One-Time SUBBASE environmental costs underestimated by at least **$27m**
- Recurring Personnel savings overstated by **$84m/yr**
- One-time Moving costs understated by **$31m**
- Recurring Other Unique costs underestimated by **$42m/yr**
- Understated Discount Rate in NPV calculation overstates savings by **$350m**

COBRA Model Analysis
One Time Costs

- Submarine School training facilities
  - Navy used a construction cost of $211/sf
    - This is the cost to build a typical high school
  - Recent experience averaged $325/sf
    - Due to higher structural & services requirements
      - 250 psf rated versus 100 psf rated
      - Compressed air, chilled water, IT services
      - High bay ceilings, security
  - Difference of $114/sf times 415ksf = **$47m**
    - This does not include site issues that exist at Kings Bay (may requiring deeper pilings/foundation)

DCN: 11624

COBRA Model Analysis
One Time Costs

- Kings Bay Pier Construction
  - Navy used a construction cost of $1,998/sy
  - Norfolk pier estimated at $4,387/sy
    - Consistent with military facility pricing guide
  - Difference of $2,389 times 5,556sy = **$13m**
- Refrigeration Plant at Kings Bay (2 there) 10K tons
  - Navy used construction cost of $1,200 per ton
  - RS Means estimated cost for refrigeration is $3,200 per ton
  - Difference $2,000/ton times 10,000 = **$20m**

DCN: 11624

COBRA Model Analysis
One Time Costs

- Kings Bay Soil Condition Costs
  - Per FEMA report, Kings Bay soil conditions require additional site work (piles/foundation)
  - Conservative estimate of additional cost 20% premium on large buildings only
    - Applied Instruction Bldg ($56.8m x 20%=$11.4m)
    - Flight Simulator Facility ($32.6m x 20%=$6.5m)
    - General Admin Bldg ($10.1m x 20%=$2.0m)
    - Enlisted Barracks ($51.7m x 20%=$10.3m)
  - Total Construction cost increase= **$30m**

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COBRA Model Analysis
One Time Costs

- Additional environmental costs at SUBASE NLON $27m (Closure ~~and Remediation~~ NOT Remediation)
  - Per COBRA report $9.9m
  - Per Connecticut Department of Environmental Protection $37.1m (estimated) Dispose waste/stuff e.g. oil w tank, rubbish etc.

COBRA Model Analysis
Personnel

- $169m of the $192m net recurring savings was due to the elimination of 1,560 billets
  - Navy analysis eliminates
    - 136 officers @ $124,972 = $17m per year
    - 681 enlisted @ $82,399 = $56m per year
    - 743 Civilians @ $59,959 = $53m per year
  - Basic allowance for housing claims savings of $43m per year
- We estimate billet reduction savings overstated by 50% or $84m per year

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COBRA Model Analysis Personnel (Con't)

DCN: 11624

- Examples of overstated billet reduction include:
  - Today, 528 medical billets at SUBASE service 8,045 personnel, 62 are to be relocated to service 6,485 relocated personnel
  - Eliminated all billets (181) related to services normally variable with population size
    - Legal, welfare, educational, HR, brig, NCIS etc…
  - Of 197 security personnel at SUBASE, Norfolk requested 91 billets, Kings Bay 1 billet

COBRA Model Analysis Moving

- One-time relocation costs
  - Navy did not include the cost of installing and testing equipment at the receiving facility.
    - Installation/testing training facility equipment $16m.
  - Costs of Personnel relocation understated by $15m
    - Cost to relocate 408 additional military personnel would be $1.2m
    - Cost to relocate 370 additional civilians would be $13.8m (assuming validity of [illegible] #1)

Freight - disassembly costs
Installation - testing was not still [illegible] or other?

Schedule labor
1 simulation

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COBRA Model Analysis
Other Unique Costs

- Contractor costs underestimated by $42m/yr (438 billets replaced by 143)
  - 430 mission essential contractor billets at $57 per hour eliminated ($50m) at NSSF & NRMD
  - Kings Bay added 37 civilian billets at $29 per hour ($2m)
  - Norfolk NSY added 106 civilian billets at $29 per hour ($6m)

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COBRA Model Analysis
Other Discrepancies

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- Data calls selectively ignored
  - In DoN-0033 data call, Norfolk NSY identified a need for 162 civilian billets at $85 per hour ($28m) to replace contract labor
  - COBRA model used 106 billets at $29 per hour ($6m)
- Inconsistent Labor Rates Used
  - In DoN-0033 11 subs moving to Norfolk required 106 billets at $29 per hour ($6m per year) in COBRA model
  - In DoN-004, 11 subs moved to NLON required 240 contractors at $57 per hour ($27m per year) in COBRA model
- Inconsistent treatment of dry dock
  - In SUBASE NLON closure scenario (DoN-0033) relocation of drydock from Seattle to Norfolk cost $39m
  - In Norfolk Subs to NLON scenario (DoN-004) new drydock required at a cost of $93m
  - Moreover, COBRA did not consider 3 drydocks at EB

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COBRA Model Analysis
Net Saving Summary (000's)

	Navy Analysis	Corrected for Facility & Contract Labor	Added Impact of 50% Fewer Billets
One Time Costs	679,629	679,629	679,629
Training Facility		77,000	77,000
Pier		13,000	13,000
Refrigeration		20,000	20,000
Relocation of Personnel/Equipment		16,000	31,000
Revised One time Costs	679,629	805,629	820,629
One Time Savings	(15,005)	(15,005)	(15,005)
Recurring Cost	1,300,315	1,300,315	1,300,315
Contractors at Norfolk/Kings Bay		686,000	686,000
Revised Recurring Costs	1,300,315	1,986,315	1,986,315
Recurring Savings	(4,318,347)	(4,318,347)	(4,318,347)
Civilian Salaries			397,443
Officers Salaries			131,719
Enlisted Salaries			434,348
Housing Allowance			347,862
Revised Recurring Savings	(4,318,347)	(4,318,347)	(3,006,976)
Net Cost/(Savings)	**(2,353,408)**	**(1,541,408)**	**(215,037)**
Net Preset Value (at 2.8%) Navy uses this	**(1,576,664)**	**(979,022)**	**(53,032)**
Net Preset Value (at 4.25%) Treasury rate	**(1,226,956)**	**(725,384)**	**92,129**

Navy uses 1.576 B which shows even more cost and less savings

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New London meeting 6/8/2005

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A QUESTIONING OF THE DETERMINATION OF MILITARY VALUE

In the preparation of the Navy proposals, the single most important piece of data may be the relative military value (MV) determined for each of the bases. These values, along with capacity analysis valuations, are the feedstock to the configuration analysis (CA), and to the extent they are incorrectly formulated, can make the CA and all that follows in the BRAC evaluation process meaningless.

The assignment in the MV exercise of a single numeric value to each base implies the result of an objective process. This is not true. There were many steps in the valuation process in which the value was susceptible to the "thumb-on-the-scales" at worst and lack of relevance at best. Specifically:

1. Selection of the questions – determines which areas are to be considered, and equally important, which areas are omitted from consideration.
2. Wording of the questions – critical; the inclusion or exclusion of even one or two words can drive the end product.
3. Weighting – can drive the product in the desired direction and to a desired answer.
4. Analyst adjustment – non-linear and can produce a desired answer at the discretion of the analyst.

All of the above subjective elements are represented in the questions which were scored to determine Military Value. Out of a possible 100 assignable points, the range of results run from 30.82 to74.50, with a median of 48.21 and a standard deviation of 10.97. No confidence levels or other statistical measures of reliability of the evaluation are provided, but given the relatively tight range of results (34 points) against a standard deviation of 10.97, it is fair to say the MV evaluation for BRAC 2005 is not statistically reliable. The same general characteristics, for example, if applicable to standardized IQ tests would argue that an IQ of 90 was essentially the same as 120. In actuality, for IQ tests, that range represents about three standard deviations. Results like these speak in qualitative terms to the poor quality of the questions posed, the scoring of the questions, and the comparative relative values assigned. These issues are detailed as follows:

GENERAL QUESTIONS/COMMENTS

1. Use of Cruiser Equivalent Length (CGE) is an attempt at a "one size fits all" approach to measuring berthing capacity. In use, it can be misleading and is subject to manipulation

   ex: 10 piers, each 70 feet = 700 feet = 1 CGE
   Useless in evaluating berthing capability other than for small boats

   ex: Max CGE derived from arbitrary rule requiring use of nesting, though some types of ships do not normally nest. Results in exaggerated

capability. ex: Kings Bay CGE 13.5 impossible to berth and support 13 TRIDENT subs at Kings Bay.

In comparing capabilities of two similar function bases, why was berthing capability for the specific type ships involved not counted? That is, the better question would be how many SSNs or SSBNs can be berthed and supported under normal circumstances?

2. Jointness - Does not appear in any question, yet is to be a major consideration of the selection criteria. Was it considered in any stage of the calculation of MV?

3. Homeland defense – same questions as 2. above

4. Average MV of Bases – closure of lower scoring bases raises the average MV of remaining bases. True but irrelevant. Why was no calculation made, using the same questions, of the increase in MV of the receiving site of a recommended action?

   Ex: adding 6 SSNs to Kings Bay does not increase the MV of Kings Bay since it is not a change of CGE. No questions ask how many ships; a yes answer could mean 1 ship or 20 ships, masking the clear advantage of higher capacity.

   Ex: Adding Sub School to Kings Bay does not significantly change the MV of Kings Bay since only a single question addresses the capacity of training, and then only of "C", "F" and pipeline schools. The max credit for the question is only 1.85 points.

   Ex: Adding 11 SSNs to Norfolk does not change the MV of Norfolk. No change in CGE.

5. The judgment of an analyst was used in 78% of the questions/scoring. "analyst will apply a function for zero credit to maximum credit" What guidelines were given to the analyst? What quality control measures were taken to assure consistency in application of any guidelines?

6. Why was there no comparison of the normal utilization rate of piers/wharves with the calculated CGEs?

   Ex: a base normally utilizes pier space to berth and support 8 DDs. Max normal capability is 12 DDs. But under the rules, CGE may equal 18 CGE. Which is the better determination of excess capacity?

7. Following calculation, how was MV actually used in determining closure recommendations?

Operational Infrastructure Questions

SEA 1 CGE is a specific rating of capacity. How did the analyst award points?

ex:	CGE Earle	8	score 1.11
	CGE Kings Bay	13.5	score 1.15
	CGE New London	16.25	score 1.23

With 2X as much berthing, New London scored only 0.12 over Earle
With 20% more berthing, New London scored only 0.08 over Kings Bay

These examples demonstrate something other than linear scoring, but there is no clear pattern of value assignment. DoD has not explained the directions given to analysts and the quality control procedures used.

SEA 2 What is the basis for a bonus of up to 4.15 points for a capability of berthing nuclear aircraft carriers? Only one other type ship (SSBN) was considered by type. What is the purpose of the words "cold iron status"? On the east coast, there are only two carrier qualified ports, and of those, Mayport is not certified for nuclear carriers. Was this wording included to increase the value of Mayport by considering nuclear carriers with shut down nuclear power plants?

SEA 3 Why was this question worded to include the nuclear weapons handling capability? Was it directed solely at Kings Bay, since no other port on the east coast can meet this requirement? What justifies a weight of 4.15 points? This score = 6.5% of total MV of Kings Bay

SEA 4 How did the analyst adjust the linear feet of berthing to compute scores?

Ex: New London	16.25 CGE	0.0 score
Kings Bay	13.5 CGE	1.69 score

SEA 5 Since New London received no points for its piers in SEA 4 above, how did the analyst adjust linear feet of piers new since 1990 to give New London a score of 1.01 and Kings Bay a score of 0.88?

SEA 6 How does an internet capability at the pier justify a maximum score of 2.0 points? This, for example, equals the points for berthing a nuclear carrier at Mayport.

SEA 7 How is maximum capacity Index for Maintenance calculated and adjusted by the analyst?

Ex: Kings Bay receives the highest point score of all bases with the exception of the shipyards at Portsmouth and Norfolk, yet maintains less than 8 subs.

SEA 11 What is the importance of the distance to a deperming facility? What is the frequency of deperming a ship?

SEA 13 Why is there no credit for a port which does not require specialized security/emergency services? Is this question biased towards CVNs and SSBNs only?

SEA 14 and 15 Why were these questions deleted late in the process? They appear to be worthy questions. Where did the IEG assign credit and how was it incorporated and scored in MV?

SEA 16 Why is this question biased towards SSBNs? Why is there not a penalty for requiring very large ESQDs?

Operational Training

1. Why are 9 out of 11 scored questions concerned solely with the distance to facilities/areas?
2. Why do only questions SEA24 and 30 consider throughput, i.e. capacity of training?

SEA 22 Why was this question deleted? Where did the IEG assign credit and how was it incorporated and scored in MV?

SEA 24 Why did this question include the words "schools located within 50 miles"? No other question permitted a base to take credit for facilities located 50 miles away and possibly on another base.

ex: Kings Bay can score for facilities at NAS Jacksonville and, possibly, NS Mayport.

Why are only "C", "F" and pipeline schools considered? Why is the capacity for basic school not considered? Does this question deliberately bias against New London with its large sub school?

ex: There is no training credit for much of sub school capability

SEA 25 and 26 Why do these questions add value to a submarine base when there is no relevance in distance to AAW and gunnery ranges?

SEA 29 Based on usage frequency of a submarine training range, what is the justification for a max score of 3.15 points?

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Why does a surface base get value from the distance to a sub training range? Mayport score 1.89 New London score 0.0 Is this bias against New London?

Port Characteristics Questions

SEA 32 What was the distance to the 50 fathom curve for each of the sub bases and how did the analyst adjust for scores?

What is the relevance to bases/stations which do not berth subs?

ex: Ingleside score 1.13
New London score 0.0

SEA 33 What is the relevance of aircraft carriers ability to transit the harbor channel to Sub Base Bangor? Bangor score 2.08

SEA 34a Question was deleted for non-availability of data from some activities. Why was the data which was available not used?

SEA 38 How was this question scored and adjusted by the analyst?

ex: Kings Bay requires annual maintenance dredging, New London does not, yet scoring was the same

SEA 43 What is the relevance of distance as opposed to a factor such as time from order to receipt?

Environment and Encroachment

ENV 1 Why is no credit given for not requiring annual dredging?

ex: Kings Bay requires annual dredging but has a disposal site. New London does not require dredging. Kings Bay scores 2X New London

ENV 2 Why is no credit given for not requiring very large ESQD arcs? Is this question biased towards SSBNs?

ENV 7 How was this question answered and scored by analyst?

ex: 7a. (40%) Kings Bay has manatees (endangered) in harbor
7c. (20%) Kings Bay has whale calving grounds astride departure path to sea

Kings Bay score 0.86 New London score 1.15

Personnel Support

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PS 1 Why is the word "military" included? What is significance of being in catchment area for another base's facility? Why is distance to nearest hospital not considered? What justifies the max weight assigned?

ex: 1.01 points versus 0.73 for the entire list of support facilities such as Commissary, Exchange, Family Service Center, etc.

PS 2 With 50% of the question based on housing wait time, how was the question answered and adjusted by the analyst?

ex: wait time at Kings Bay 13 months, at New London essentially none, yet score were 2.08 and 2.14 out of 2.5 possible

Additional Questions

1. What consideration was given to the very large standard deviation value when comparing MV of the bases and making closure decisions?

2. Given the closeness of the MVs of Mayport and NewLondon, was consideration given to closing Mayport and thus eliminating twice as much "excess capacity"? 32.5 CGE vs 16.25 CGE

3. Did configuration constraints require one SSBN base per coast?

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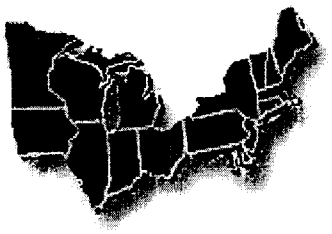
NOTE: This updated general circulation version of the Northeast-Midwest Institute's base closings report includes limited state-level data on Defense Department personnel and no state-by-state tables or listings about current defense facilities and major site closings from prior recommendations of the Base Realignment and Closure Commissions. The Institute offers a full report – complete with detailed state-level data on the full range of issues – to paying members of the Northeast-Midwest Congressional and Senate Coalitions and to states that contribute to the Northeast-Midwest Institute.

April 2005 Updated Summary Report on

Base Closings and Military Presence in the Northeast-Midwest:

The Nation's Unguarded Region



Matt Kane
Northeast-Midwest Institute
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Updated Northeast-Midwest Institute Report

Unlike the May 2004 report, the summary April 2005 update to *Base Closings and Military Presence in the Northeast-Midwest* includes data for all 50 states regarding changes and ranks for the decline in active duty military and total Defense Department personnel from 1987 to 2002, and also information about military reserve and National Guard forces. The Northeast-Midwest accounts for a greater share of the nation's reserves and National Guard than its active duty military personnel. This revised April 2005 report analyzes the regional distribution of reserve and guard forces and also includes them in totals for Defense Department military personnel.

The Northeast-Midwest Institute report on *Base Closings and Military Presence in the Northeast-Midwest* – both the 2005 update and the original 2004 version – use Defense Department personnel data from September 30, 1987, and September 30, 2002, to measure the state and regional impacts of base realignment and closure (BRAC) decisions from 1988, 1991, 1993, and 1995. While the numbers are affected by actions aside from the BRAC rounds, they show the actual shifts in personnel over time and therefore offer the best information about staffing changes. These numbers allow for comparisons of actual personnel from before any decisions about realignments and closures to seven years after the 1995 decisions. By contrast, data from the Defense Department's Office Economic Adjustment on "1995 BRAC Commission Estimates of Job Gains and Losses" are based on expected outcomes only and fail to incorporate important changes that the 1995 Base Realignment and Closure Commission made to previous BRAC commission decisions about base closings.

Northeast-Midwest Institute

The Center for Regional Policy

The Northeast-Midwest Institute is a Washington-based, private, non-profit, and non-partisan research organization dedicated to economic vitality, environmental quality, and regional equity for Northeast and Midwest states. Formed in the mid-1970s, it fulfills its mission by conducting research and analysis, developing and advancing innovative policy, providing evaluation of key federal programs, disseminating information, and highlighting sound economic and environmental technologies and practices.

The Institute is unique among policy centers because of its ties to Congress through the Northeast-Midwest Congressional and Senate Coalitions. Co-chaired by Sens. Susan Collins (R-ME) and Jack Reed (D-RI), and Reps. Steven LaTourette (R-OH) and Marty Meehan (D-MA), the bipartisan coalitions advance federal policies that enhance the region's economy and environment.

The states served by the Institute and Coalitions are Connecticut, Delaware, Illinois, Indiana, Iowa, Maine, Maryland, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, and Wisconsin.

For more information about the Institute and its work, visit www.nemw.org.

Summary: The Regional Imbalance in the Nation's Military Presence

The Northeast and Midwest stand out as the nation's least guarded regions at a time when military concerns increasingly focus on homeland defense and as the U.S. Defense Department prepares to significantly reduce its installations on home soil. The 18 northeastern and midwestern states, which hold about 40 percent of the nation's population, account for only just more than 10 percent of the active duty military personnel located in the country. The region contains densely populated metropolitan areas, critical transportation and telecommunications infrastructure, key border crossings and ports for international trade, and the resources that produce more than 40 percent of the nation's annual economic output – yet together the 18 states of the Northeast-Midwest contain fewer active duty military personnel than Texas alone, or the state of California.

That regional imbalance in the military's national presence could grow worse if the burden for defense cutbacks in 2005 and beyond disproportionately falls on the Northeast-Midwest, as it has in past. From 1987 to 2002, when the Defense Department carried out four rounds of base closings and realignments, the number of active duty military personnel fell by 41 percent in the Northeast-Midwest, compared to 21 percent for the South and West. For reserve and National Guard forces, the region experienced a 37 percent drop, compared to 22 percent for the rest of the country. For civilian Defense Department employees, the decline in the Northeast-Midwest was 41 percent, compared to 34 percent elsewhere.

In May 2005, the Department of Defense will release recommendations for base closings and realignments designed to reduce redundancies, trim excess physical capacity, and yield major cost savings. The Defense Department estimates that its current 276 major U.S. installations exceed its infrastructure needs by 24 percent, using the 1989 ratio of personnel to physical plant. Based on the experience of base realignment and closure (BRAC) rounds in 1993 and 1995, the Defense Department anticipates that BRAC 2005 will yield a one-time savings of $3 billion to $5 billion by 2011 and then reoccurring, annual savings of $5 billion to $8 billion thereafter. Closings and realignments will affect all types of defense facilities, not just military bases.

This reduction in infrastructure costs could free up funds not only for Defense Department priorities but also for tax cuts or spending by other federal agencies. Very few Northeast-Midwest states benefit disproportionately from defense spending. The Northeast-Midwest region, which is estimated to contribute 44 percent of the federal taxes, accounts for just 25 percent of Defense Department spending in the United States, compared to 41 percent of the U.S. spending by all other federal agencies, according to fiscal 2003 data. Regional inequities in overall defense spending significantly and adversely affect the return on federal tax dollar for many northeastern and midwestern states.

The forthcoming base realignments and closings must be made in a way that recognizes regional inequities in defense capabilities and spending, addresses homeland defense concerns, and acknowledges that the military's presence is important to states and regions in this age of unconventional threats, especially terrorism. When it comes to homeland security, the military has only a minor presence in the vital Northeast-Midwest region, and, as the U.S. General Accounting Office has noted, the Defense Department's "force structure is not well tailored to perform domestic military missions." While it would make little sense to distribute military personnel throughout the county simply for the sake of geographical balance, it also would make little sense to further reduce the already small share of military personnel in the vulnerable Northeast-Midwest.

Low Military Presence in the Northeast-Midwest

Regional shares of active duty military personnel

The Northeast and Midwest account for a startlingly small share of the nation's active duty military personnel, even before decisions about U.S. base closings and realignments for 2005. The defense presence is skewed to the West and even more so to the South. The Northeast and Midwest experienced significantly steeper drops in active duty military personnel and total Defense Department personnel from the first round of base closings in 1988 to the present. (See Summary Table 1.) As fiscal 2003 opened (six months before troops were deployed to Iraq), only about one-tenth (10.9 percent) of all the active duty military personnel located in the United States

were based in the Northeast-Midwest, even though the region comprised almost two-fifths (39.6 percent) of the nation's population. (See data in full report.) The regional breakdown for active duty military – not including reserve and guard forces –is as follows:

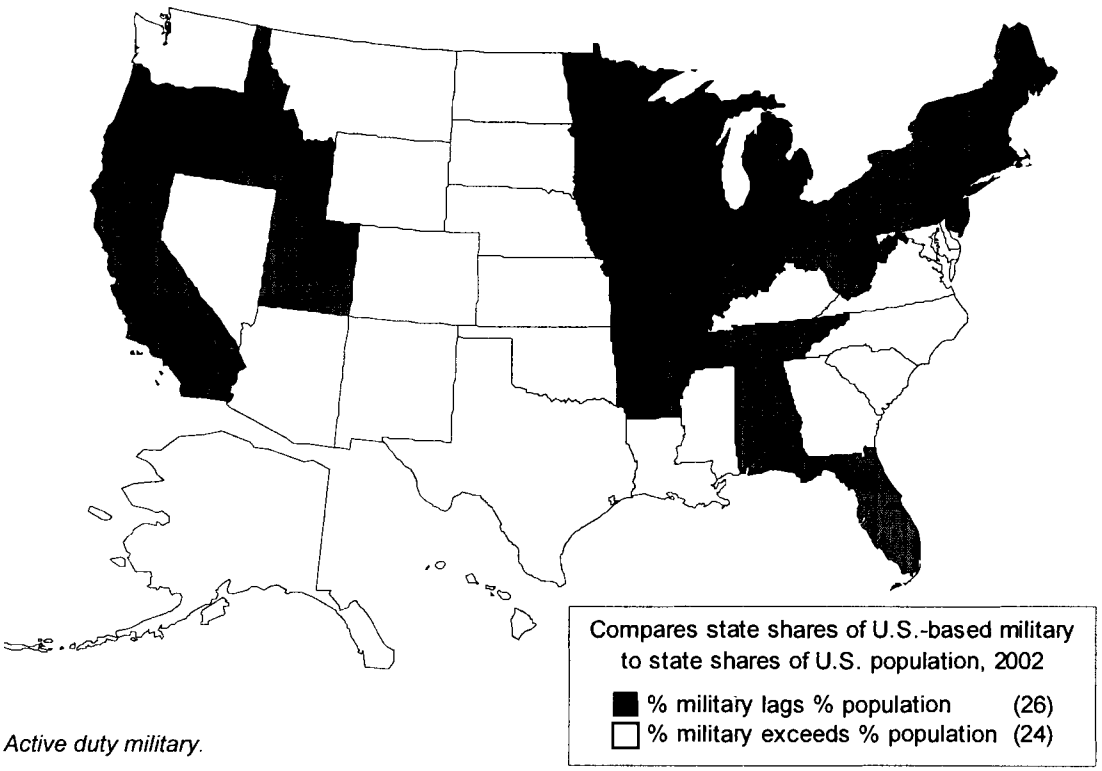
- Midwest – 3.4 percent of the active duty military personnel in the country and 18.6 percent of the population.
- Northeast – 7.4 percent of the active duty military and 21.0 percent of the population.
- South – 55.4 percent of the active duty military and 33.7 percent of the population.
- West – 33.7 percent of the active duty military and 26.7 percent of the population.

Defense Department data for levels as of September 2002 show 113,700 active duty military personnel located in the Northeast-Midwest, 578,800 in the South, and 352,600 in the West, with 123,900 in California alone. The Northeast-Midwest also lags behind the South and West for share of reserve and National Guard forces, at about one-third (34.8 percent) of the national total; share of civilian Defense Department personnel, at just more than one-quarter (26.0 percent); and share of overall Defense Department personnel, at just less than on-quarter (24.0 percent). (See Summary Tables 1 and 2 and data in full report.) Aside from military bases, some of the larger concentrations of civilian personnel in the Northeast-Midwest are found at Defense Department arsenals, weapons centers, and similar facilities where workers research, design, test, acquire, and produce weapons and equipment; military academies, colleges, and training facilities; supply depots and supply service centers; military hospitals and medical centers; defense logistics centers; and shipyards where naval vessels are maintained and produced.

Concentrations of active duty military personnel by state

Comparisons between state shares of U.S.-based active duty military personnel and state shares of the U.S. population indicate where the military are concentrated at present, prior to the BRAC 2005 decisions. The Northeast-Midwest includes only two of the 24 states where the share of active duty military exceeds the share of population. The two states are Delaware and Maryland. The other sixteen Northeast-Midwest states have relatively low concentrations of military personnel given the size of their populations. By contrast, the share of active duty military exceeds the share of population for 13 of 18 states in the West and nine of 14 states in the South. The Northeast-Midwest accounts for six of the top ten most populated states (NY, IL, PA, OH, MI, and NJ) but none of the ten states with the largest populations of active duty military personnel. (See data in full report.)

States where Share of Military Lags Share of Population



Active duty military.

Northeast-Midwest share of major defense installations

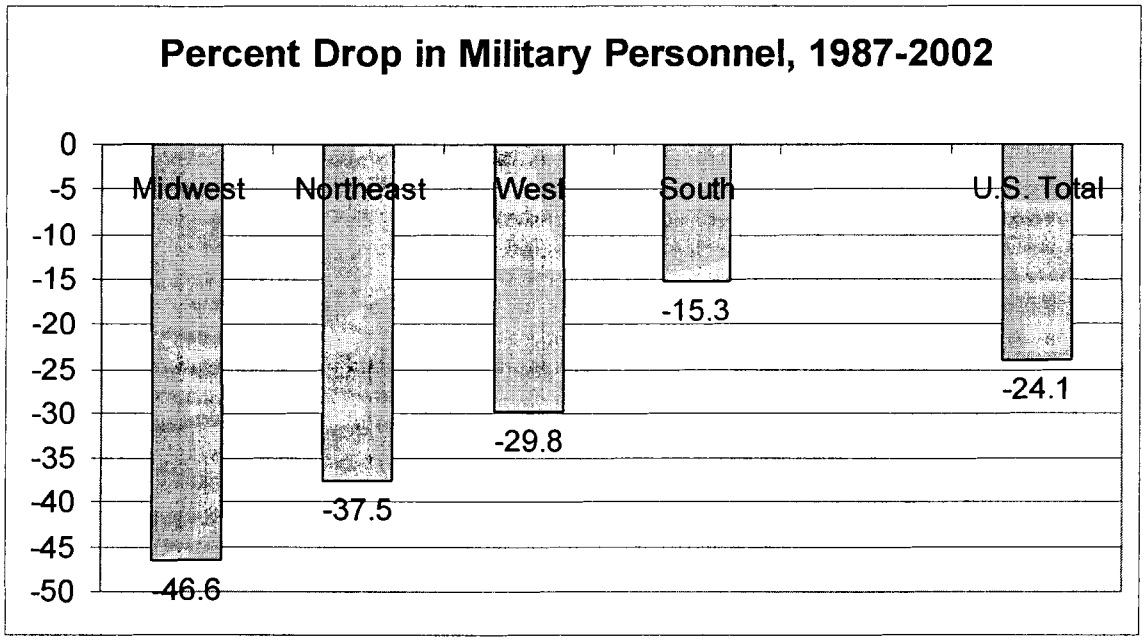
Not surprisingly, northeastern and midwestern states also account for a relatively small share of the major military bases located in the United States, according to the Defense Department's *Base Structure Report* for the start of fiscal 2003. For sites larger than ten acres and with plant replacement values of more than $10 million, only 76 of the 300 installations with the largest number of personnel are located in the Northeast and Midwest. The region, therefore, is home to just one-fourth (25.3 percent) of the top 300 sites. (See data in full report.)

Disproportionate Cuts for the Northeast-Midwest, 1987-2002

The Defense Department significantly reduced the number personnel in the United States from 1987 to 2002, in part through decisions on base closings and realignments in 1988, 1991, 1993, and 1995. The Northeast-Midwest sustained a disproportionately high share of those reductions. Of the total decline in U.S.-based active duty military over the period, almost one-quarter of the cut (23.4 percent) occurred in the 18 northeastern and midwestern states, even though the region accounted for only about one-seventh (13.9 percent) of the nation's military personnel in 1987. For total U.S.-based Defense Department personnel, the Northeast-Midwest accounted for 37.7 percent of the drop from 1987 to 2002 but only 27.9 of the baseline 1987 level. More than half (52.8 percent) of the cuts in reserve and National Guard personnel from 1987 to 2002 occurred in the Northeast-Midwest region, which accounted for about two-fifths (39.8 percent) of the nation's 1987 reserve and guard. For Defense Department civilian employees, the region accounted for 28.3 percent of the personnel in 1987 but sustained 32.4 percent of the cuts through 2002. (See data in full report.)

Percentage cuts by region

Defense Department data show that the number of U.S.-based active duty military personnel nationwide dropped by 332,400, or 24.1 percent, from 1.377 million in September 1987 to 1.045 million in September 2002. Active duty military personnel in the Northeast-Midwest fell 40.6 percent over the period. The drops were steepest for the Midwest, where the number of military personnel fell by 46.6 percent from 67,000 to 35,800, and for the Northeast, where the number fell 37.5 percent from 124,400 to 77,800. In the Northeast's six New England states, the number of active duty military personnel fell 58.4 percent from 30,600 to 12,700. The percentage decline for the West, at 29.8, also exceeded the national rate. The South, however, experienced only a 15.3 percent drop. In terms of U.S.-based reserves and National Guard, the Northeast and Midwest experienced a 36.9 percent drop, compared to a 21.9 percent decline in the South and West. For civilian Defense Department personnel in the United States, the Northeast-Midwest saw a decline of 41.0 percent from 1987 to 2002, while the drop for the rest of the nation was 33.8 percent. And for Defense Department personnel overall, the totals declined 38.6 percent in the region and 24.7 percent elsewhere. (See Summary Tables 1 and 2 and data in full report.)



Active duty military.

State declines

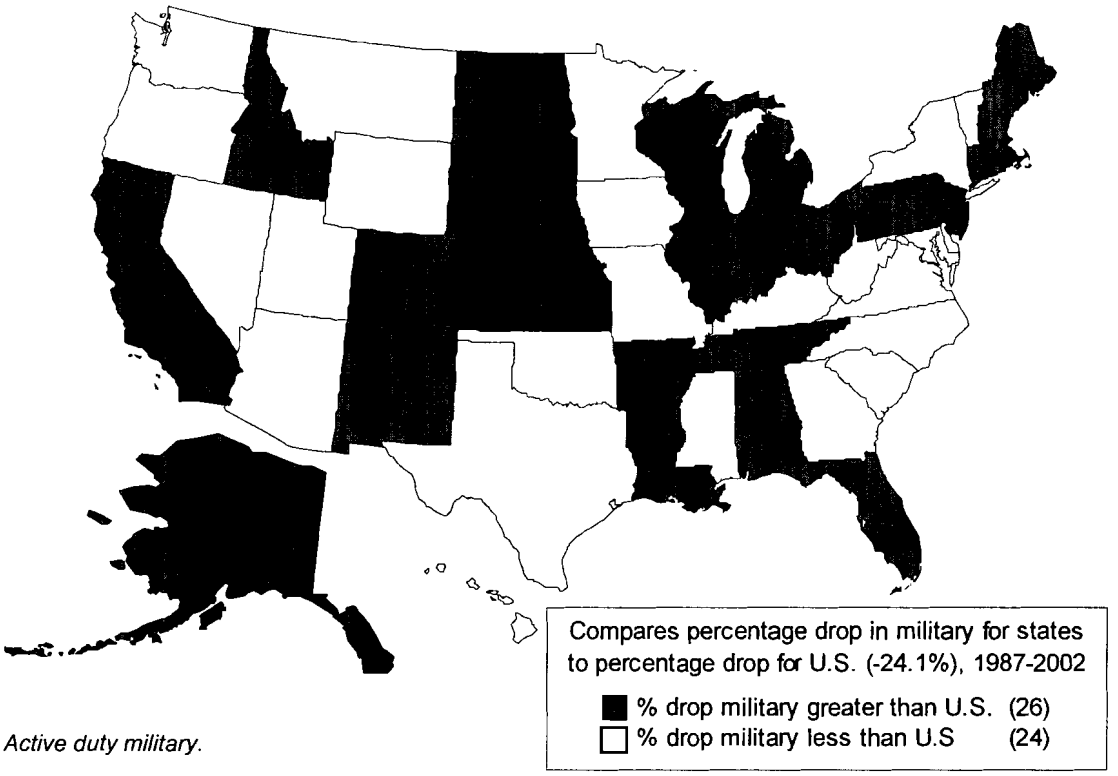
At the state level, nine Northeast-Midwest states and six others saw a drop of 40 percent or more in the active duty military personnel located within their borders from 1987 to 2002. Among those 15 states, the steepest declines affected New Hampshire, with a 92.1 percent drop of 3,800 military personnel to just 300; Michigan, with an 87.4 percent drop of 8,000 to 1,200; and Indiana, with an 84.1 percent drop of 5,500 to 1,000. In percentage terms, California ranked 15th behind nine Northeast-Midwest states for its 40.0 percent drop in active duty military personnel from 1987 to 2002, although California sustained the largest decline in number (down 82,500). (See Summary Table 1.)

States Where Active Duty Military Declined by 40 Percent or More Percent, 1987-2002

	1987 Military	*2002 Military*	*Change in Military 1987-2002*	*Percentage Change in Military 1987-2002*	*Rank for Percentage Decline*
New Hampshire	4,143	326	-3,817	-92.1	1
Michigan	9,300	1,173	-8,127	-87.4	2
Indiana	6,543	1,041	-5,502	-84.1	3
Tennessee	10,549	2,554	-7,995	-75.8	4
Massachusetts	9,355	2,427	-6,928	-74.1	5
New Jersey	19,673	6,306	-13,367	-67.9	6
Maine	5,849	2,689	-3,160	-54.0	7
Pennsylvania	6,600	3,098	-3,502	-53.1	8
Alabama	23,825	11,354	-12,471	-52.3	9
Arkansas	9,793	4,855	-4,938	-50.4	10
South Dakota	6,744	3,350	-3,394	-50.3	11
Nebraska	13,498	7,793	-5,705	-42.3	12
Ohio	11,780	6,899	-4,881	-41.4	13
Connecticut	7,223	4,239	-2,984	-41.3	14
California	206,495	123,948	-82,547	-40.0	15

Nationwide, the percentage decline in active duty military personnel exceeded the U.S. mark of 24.1 percent for 26 states, including two-thirds (12) of the 18 northeastern and midwestern states. (See Summary Table 1.)

States where Percent Drop in Military Exceeded U.S. Rate



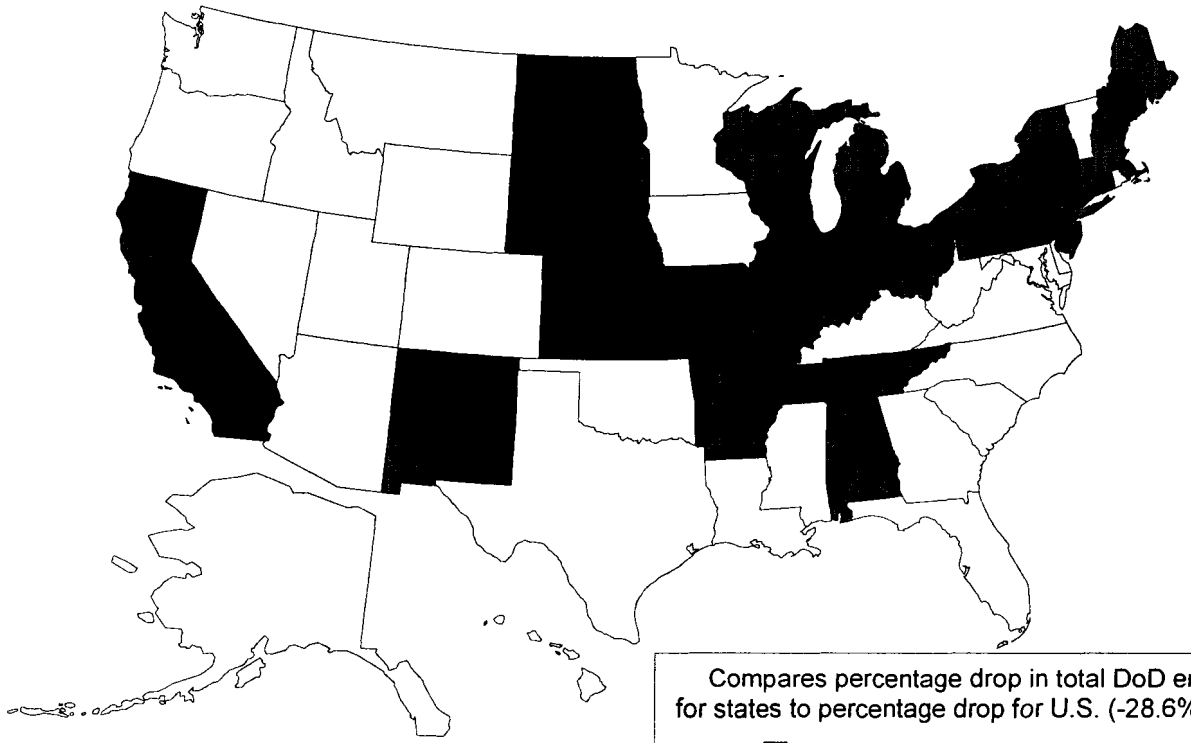
Active duty military.

In terms of percentage declines for overall Defense Department personnel (active duty military, reserves and National Guard, and civilian), the Northeast-Midwest accounted for eight of the ten states that experienced the steepest drops from 1987 to 2002, and two of the next five. New Hampshire and New Jersey both experienced drops of more than 50 percent. For percentage change, California ranked seventh behind six Northeast-Midwest states for its 42.2 percent drop in total Defense Department personnel, although California sustained the largest decline in number (200,300). (See Summary Table 2.) In some cases, for states in the region and throughout the country, reductions in personnel may have resulted from a shift in workers from one state to defense facilities in nearby states.

States with the Steepest Percentage Declines in Overall Defense Department Personnel, 1987-2002

Includes reserves, National Guard, and DoD civilian.	*1987 Total DoD Personnel*	*2002 Total DoD Personnel*	*Change in Total DoD Personnel 1987-2002*	*Percent Change in Total DoD Personnel 1987-2002*	*Rank for Percentage Decline*
New Hampshire	13,638	6,566	-7,072	-51.9	1
New Jersey	86,749	43,054	-43,695	-50.4	2
Michigan	70,378	35,738	-34,640	-49.2	3
Massachusetts	62,029	31,542	-30,487	-49.1	4
Pennsylvania	138,772	77,352	-61,420	-44.3	5
Indiana	60,335	34,134	-26,201	-43.4	6
California	474,802	274,471	-200,331	-42.2	7
New York	137,163	79,436	-57,727	-42.1	8
Maine	26,385	15,681	-10,704	-40.6	9
Connecticut	28,222	16,923	-11,299	-40.0	10
Tennessee	55,459	34,271	-21,188	-38.2	11
Alabama	97,415	61,389	-36,026	-37.0	12
Ohio	108,210	69,333	-38,877	-35.9	13
Illinois	114,881	75,413	-39,468	-34.4	14
Nebraska	30,251	19,917	-10,334	-34.2	15

States where Percent Drop in Total Defense Exceeded U.S. Rate



Compares percentage drop in total DoD employment for states to percentage drop for U.S. (-28.6%), 1987-2002

■ % drop total DoD greater than U.S. (22)
□ % drop total DoD less than U.S. (28)

Major Base Closings from Previous BRAC Rounds

In keeping with recommendations from the Base Realignment and Closure Commissions for 1988, 1991, 1993, and 1995, the Defense Department closed about 450 installations in the United States and the territories, including 95 major facilities in the states and two in Guam. For seven of the 95 major closings in states – including three in the Northeast-Midwest – the use of the military facilities was shifted over to the reserves and National Guard.

The Northeast-Midwest accounted for 35 of the 95 major closings in the states, or more than one-third of the total, despite the region's smaller share of Defense Department personnel in 1987 (13.9 percent of the U.S.-based active duty military personnel and 27.9 percent of all Defense Department personnel). Major closings took place in 11 of the 18 northeastern and midwestern states, as well as eight of 18 western states and nine of 14 southern states. And the Northeast and Midwest accounted for seven of the 12 states that experienced three or more major closings during the prior BRAC rounds – PA (6), IL (5), NY (5), IN (4), MD (4), MA (3), and OH (3). (See data in full report.) California accounted for 24 of the 95 major closings from prior BRAC rounds.

The Defense Department estimates that the four previous BRAC rounds created a net savings to the federal government of $29 billion through fiscal 2003 from all closures and realignments in the United States after accounting for associated expenditures, including environmental restoration costs. The department estimates reoccurring, annual savings of $7 billion beyond fiscal 2003 through reduced operating costs and increased operating efficiencies.

In selecting major sites for closure in prior BRAC rounds, the Defense Department and the BRAC Commissions looked at the military value of the facilities compared to current needs and future plans for the armed forces, with an eye toward reducing redundancies and costs, increasing efficiencies, avoiding investment in deteriorating infrastructure, and consolidating technology and expertise in the case of research and design operations and medical centers. The deciding factors for many closings were issues common in the more densely populated areas of the Northeast-Midwest – land constraints, high costs, urban growth and the resulting encroachment upon the military's ability to maneuver in an area, and the likelihood that the Defense Department would receive significant revenues from the sale of a closed property. Many of the same factors will come into play for BRAC 2005.

BRAC 2005 Process and Criteria

BRAC Process

For BRAC 2005, the secretary of defense will release by May 16, 2005, a list of military installations recommended for reductions and closings based on force structure plans, infrastructure inventory, and specific criteria for the 2005 BRAC round. The list of proposed closings and realignments will go to the nine-member BRAC Commission, recently appointed by the president. The BRAC Commission will review the secretary's recommendations, hold public meetings to solicit input, change the secretary's recommendations if necessary, and submit its own recommendations to the president by September 2005. In the past, BRAC Commissions have adopted the vast majority of the secretary's recommendations. If the president approves the commission's 2005 recommendations, they become binding upon the Defense Department unless Congress enacts a joint resolution disapproving the full list of recommendations within 45 legislative days of submission by the president. If the president disapproves of the recommendations, the commission must revise its recommendations and resubmit them to the president by October 20, 2005, again for approval and implementation, barring disapproval from Congress.

BRAC Criteria and Homeland Defense Issues

Both the secretary of defense and the BRAC Commission will make decisions about base closings and realignments using criteria compiled by the Defense Department and reviewed by Congress. As with previous BRAC rounds, the primary emphasis for 2005 falls on criteria related to the military value of the installations. The 2005 BRAC criteria are very similar to criteria used in previous BRAC rounds but with an added emphasis on joint capabilities and utilization among the different components of the armed forces. The 2005 criteria contain a number of other differences, including mention of "staging areas for the use of the armed forces in homeland defense missions." Explicit mention of homeland defense in the criteria may be important to the Northeast-Midwest region, which accounts for only about 15 percent of the nation's land but holds about 40 percent of the

nation's people and includes many potential targets for terrorism, as demonstrated by the horrific attacks on New York City on September 11, 2001.

Some have criticized the Defense Department's existing force structure plans for not adequately addressing homeland security threats and domestic military missions, although the department has made adjustments and expects to make more as part of its 2005 Quadrennial Defense Review. In January 2004, U.S. Senator Kay Bailey Hutchinson (R-TX) called on the Defense Department to alter its 2005 BRAC criteria in light of domestic military concerns, saying in a letter to the Pentagon that the Department of Defense "should also consider how closing or [realigning] installations affects our homeland security. The current... criteria, very similar to that proposed in previous BRAC rounds, do not fully reflect the security issues our country faces in the wake of September 11, 2001. Our nation is not dealing with the same threats we were in 1995 and therefore we must develop new strategies to insure the military does not close a base only to later realize its costly mistake."

Final Criteria

The final BRAC 2005 criteria are listed below. The first four items relate to the issue of military value and are weighted more heavily, while the last four recognize other considerations.

1. The current and future mission capabilities and the impact on operational readiness of the Department of Defense's total force, including the impact on the joint warfighting, training, and readiness.

2. The availability and condition of land, facilities, and associated airspace (including training areas suitable for maneuver by ground, naval, or air forces throughout a diversity of climate and terrain areas and staging areas for the use of the armed forces in homeland defense missions) at both existing and potential receiving locations.

3. The ability to accommodate contingency, mobilization, and future total force requirements at both existing and potential receiving locations to support operations and training.

4. The cost of operations and the manpower implications.

5. The extent and timing of potential costs and savings, including the number of years, beginning with the date of completion of the closure or realignment, for the savings to exceed the costs.

6. The economic impact on existing communities in the vicinity of military installations.

7. The ability of both the existing and potential receiving communities' infrastructure to support forces, missions, and personnel.

8. The environmental impact, including the impact of costs related to potential environmental restoration, waste management, and environmental compliance activities.

Conclusion: Avoid Cuts in the Military for the Northeast-Midwest

The Defense Department and the 2005 BRAC Commission should steer clear of base closings and deep cuts in military personnel for the Northeast-Midwest region in 2005 and beyond. The Northeast and Midwest have sustained steep reductions in Defense Department personnel through the four rounds of base closings and realignments since 1987, with the number of active duty military in the region dropping 41 percent over the period, compared to only 21 percent for the rest of the country. More than half the drop in reserve and National Guard forces since 1987 happened in the Northeast-Midwest region. Now as the nation prepares for another round of closings and realignments, the Northeast-Midwest accounts for just more than 10 percent of the U.S.-based active duty military personnel, although the region holds almost 40 percent of the nation's population and accounts for more than 40 percent of its annual economic output. The region accounts for less than a quarter of all Defense Department employment in the United States. With increased attention to the military's role in defending the homeland and responding to terrorist threats, it is clear that the Northeast-Midwest region needs a strong military presence. BRAC 2005 must not further erode the limited defense presence now in the region.

Data Sources and Notes

Defense Department Personnel: The data in this report regarding active duty military and civilian Defense Department personnel are as of September 30, 2002 and 1987, and they come from *Distribution of Personnel by State and Selected Location (M02)*, produced by the Defense Department's Directorate for Information Operations and Reports. U.S. levels exclude personnel in Puerto Rico and the territories, as well as those afloat or in foreign countries. In some cases, especially those pertaining to metropolitan areas, military departments may report personnel by parent installation or assigned location rather than their operating location. Different branches of the armed forces may differ in their reporting practices for personnel in transit or transition, as well as personnel on temporary duty.

Data on reserves and National Guard also are for personnel levels as of September 30, 2002 and 1987, and they come from *Atlas/Data Abstract for the United States and Selected Areas* (fiscal years 1987 and 2002) produced by the Defense Department's Directorate for Information Operations and Reports. The atlas/data abstract also includes numbers for active duty military and civilian Defense Department personnel, which are comparable to the data found in *Distribution of Personnel by State and Selected Location (M02)*.

Population and Federal Spending: State and regional population data, used to identify concentrations of military personnel, are estimates from late 2004 by the U.S. Census Bureau for state populations as of July 1, 2002. Data on shares of Defense Department and other federal spending for fiscal 2003 also come from the Census Bureau.

Major Military Installations: Data regarding current major military installations are for the Defense Department's physical plant as of October 1, 2002, and they come from *Base Structure Report (A Summary of DoD's Real Property Inventory): Fiscal Year 2003 Baseline*, produced by the Office of the Deputy Undersecretary of Defense (Installations & Environment). The *Base Structure Report* catalogs sites of more than ten acres in size and with plant replacement values of more than $10 million. The Defense Department compiles personnel counts for this inventory report from a variety of sources and includes in them both military and civilian personnel of the Defense Department, as well as personnel authorized for a site but not employed by the Defense Department. The tallies of personnel in the inventory differ significantly from those found in the Defense Department's report on *Distribution of Personnel by State and Selected Location* and its *Atlas/Data Abstract for the United States and Selected Areas*. (See data in full report.) The Northeast-Midwest Institute used the inventory data on personnel in order to identify 300 major installations from those listed in the *Base Structure Report*.

Previous Base Closings: Data on closings from previous BRAC rounds come from the Defense Department's *Report Required by Section 2912 of the Defense Base Closure and Realignment Act of 1990, as amended through the National Defense Authorization Act for Fiscal Year 2003*, March 2004. That Defense Department report does not identify the criteria used to designate base closings as major, however the report does describe major bases as ones "sited on large installations that provide the variety of support functions [that] forces need."

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U.S. General Accounting Office, *Military Base Closures: Better Planning Needed for Future Reserve Enclaves.* Washington, D.C.: June 2003.

U.S. General Accounting Office, *Homeland Defense: DoD Needs to Assess the Structure of U.S. Forces for Domestic Military Missions.* Washington, D.C.: July 2003.

Summary Table 1. Levels, Changes, and Ranks for U.S.-based Active Duty Military, 1987-2002

Northeast-Midwest Institute, April 2005

State or Region	Active Duty Military[1] 1987	Percent of Active Duty Military 1987	Active Duty Military[1] 2002	Percent of Active Duty Military 2002	Change in Active Duty Military 1987-2002	Percent Change in Act. Duty Military 1987-2002	Rank for Percent Drop in Act. Duty Military
New England							
Connecticut	7,223	0.5	4,239	0.4	-2,984	-41.3	14
Maine	5,849	0.4	2,689	0.3	-3,160	-54.0	7
Massachusetts	9,355	0.7	2,427	0.2	-6,928	-74.1	5
New Hampshire	4,143	0.3	326	0.0	-3,817	-92.1	1
Rhode Island	3,941	0.3	2,974	0.3	-967	-24.5	26
Vermont	68	0.0	61	0.0	-7	-10.3	41
Total	30,579	2.2	12,716	1.2	-17,863	-58.4	
Mid-Atlantic							
Delaware	4,818	0.3	3,899	0.4	-919	-19.1	33
Maryland	35,726	2.6	30,928	3.0	-4,798	-13.4	37
New Jersey	19,673	1.4	6,306	0.6	-13,367	-67.9	6
New York	27,040	2.0	20,882	2.0	-6,158	-22.8	29
Pennsylvania	6,600	0.5	3,098	0.3	-3,502	-53.1	8
Total	93,857	6.8	65,113	6.2	-28,744	-30.6	
Midwest							
Illinois	37,250	2.7	25,036	2.4	-12,214	-32.8	19
Indiana	6,543	0.5	1,041	0.1	-5,502	-84.1	3
Iowa	380	0.0	447	0.0	67	17.6	NA
Michigan	9,300	0.7	1,173	0.1	-8,127	-87.4	2
Minnesota	901	0.1	702	0.1	-199	-22.1	30
Ohio	11,780	0.9	6,899	0.7	-4,881	-41.4	13
Wisconsin	884	0.1	532	0.1	-352	-39.8	16
Total	67,038	4.9	35,830	3.4	-31,208	-46.6	
South							
Alabama	23,825	1.7	11,354	1.1	-12,471	-52.3	9
Arkansas	9,793	0.7	4,855	0.5	-4,938	-50.4	10
District of Columbia	13,048	0.9	12,767	1.2	-281	-2.2	Not rated
Florida	75,713	5.5	55,815	5.3	-19,898	-26.3	25
Georgia	62,909	4.6	64,392	6.2	1,483	2.4	NA
Kentucky	39,196	2.8	34,081	3.3	-5,115	-13.0	38
Louisiana	25,249	1.8	16,541	1.6	-8,708	-34.5	17
Mississippi	17,470	1.3	14,005	1.3	-3,465	-19.8	32
North Carolina	94,786	6.9	94,296	9.0	-490	-0.5	46
Oklahoma	30,786	2.2	23,664	2.3	-7,122	-23.1	28
South Carolina	44,629	3.2	37,943	3.6	-6,686	-15.0	35
Tennessee	10,549	0.8	2,554	0.2	-7,995	-75.8	4
Texas	135,071	9.8	115,100	11.0	-19,971	-14.8	36
Virginia	99,950	7.3	90,851	8.7	-9,099	-9.1	44
West Virginia	420	0.0	558	0.1	138	32.9	NA
Total	683,394	49.6	578,776	55.4	-104,618	-15.3	

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Summary Table 1. Levels, Changes, and Ranks for U.S.-based Active Duty Military, 1987-2002

Northeast-Midwest Institute, April 2005

State or Region	Active Duty Military[1] 1987	Percent of Active Duty Military 1987	Active Duty Military[1] 2002	Percent of Active Duty Military 2002	Change in Active Duty Military 1987-2002	Percent Change in Act. Duty Military 1987-2002	Rank for Percent Drop in Act. Duty Military
West							
Alaska	22,127	1.6	15,906	1.5	-6,221	-28.1	23
Arizona	24,880	1.8	22,448	2.1	-2,432	-9.8	43
California	206,495	15.0	123,948	11.9	-82,547	-40.0	15
Colorado	42,709	3.1	29,733	2.8	-12,976	-30.4	22
Hawaii	45,396	3.3	34,608	3.3	-10,788	-23.8	27
Idaho	5,877	0.4	4,251	0.4	-1,626	-27.7	24
Kansas	23,127	1.7	15,819	1.5	-7,308	-31.6	21
Missouri	15,691	1.1	16,119	1.5	428	2.7	NA
Montana	4,018	0.3	3,512	0.3	-506	-12.6	39
Nebraska	13,498	1.0	7,793	0.7	-5,705	-42.3	12
Nevada	9,955	0.7	8,461	0.8	-1,494	-15.0	34
New Mexico	16,567	1.2	11,254	1.1	-5,313	-32.1	20
North Dakota	11,245	0.8	7,465	0.7	-3,780	-33.6	18
Oregon	760	0.1	705	0.1	-55	-7.2	45
South Dakota	6,744	0.5	3,350	0.3	-3,394	-50.3	11
Utah	6,044	0.4	5,447	0.5	-597	-9.9	42
Washington	43,289	3.1	38,521	3.7	-4,768	-11.0	40
Wyoming	4,141	0.3	3,292	0.3	-849	-20.5	31
Total	502,563	36.5	352,632	33.7	-149,931	-29.8	
Northeast	124,436	9.0	77,829	7.4	-46,607	-37.5	
Midwest	67,038	4.9	35,830	3.4	-31,208	-46.6	
Northeast and Midwest	191,474	13.9	113,659	10.9	-77,815	-40.6	
South	683,394	49.6	578,776	55.4	-104,618	-15.3	
West	502,563	36.5	352,632	33.7	-149,931	-29.8	
South and West	1,185,957	86.1	931,408	89.1	-254,549	-21.5	
U.S. Total[2]	1,377,431	100.0	1,045,067	100.0	-332,364	-24.1	

[1]Counts Defense Department active duty military personnel in the United States as of September 30. The personnel data do not include individuals in the reserves or National Guard, or personnel afloat. In some cases, especially those pertaining to metropolitan areas, military departments may report personnel by parent installation or assigned location rather than their operating location. Different departments of the armed forces may differ in their reporting practices for personnel in transit or transition, as well as personnel on temporary duty.
[2]U.S. totals exclude foreign-based personnel, as well as personnel in Puerto Rico and the territories. The District of Columbia is included in the South.

Source: Northeast-Midwest Institute calculations based on data from the Department of Defense, Directorate for Information Operations and Reports, *Distribution of Personnel by State and Selected Location (M02)*, September 30, 1987, and September 30, 2002.

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Summary Table 2. Levels, Changes, and Ranks for Total U.S.-based Defense Department Personnel, 1987-2002

Northeast-Midwest Institute, April 2005

State or Region	Total[1] 1987	Percent of Total 1987	Total[1] 2002	Percent of Total 2002	Change in Total 1987-2002	Percent Change in Total 1987-2002	Rank for Percent Drop in Total
New England							
Connecticut	28,222	0.7	16,923	0.6	-11,299	-40.0	10
Maine	26,385	0.7	15,681	0.6	-10,704	-40.6	9
Massachusetts	62,029	1.6	31,542	1.1	-30,487	-49.1	4
New Hampshire	13,638	0.3	6,566	0.2	-7,072	-51.9	1
Rhode Island	17,824	0.5	13,057	0.5	-4,767	-26.7	26
Vermont	6,857	0.2	5,358	0.2	-1,499	-21.9	35
Total	154,955	3.9	89,127	3.2	-65,828	-42.5	
Mid-Atlantic							
Delaware	15,096	0.4	11,452	0.4	-3,644	-24.1	28
Maryland	114,040	2.9	88,458	3.1	-25,582	-22.4	34
New Jersey	86,749	2.2	43,054	1.5	-43,695	-50.4	2
New York	137,163	3.5	79,436	2.8	-57,727	-42.1	8
Pennsylvania	138,772	3.5	77,352	2.8	-61,420	-44.3	5
Total	491,820	12.5	299,752	10.7	-192,068	-39.1	
Midwest							
Illinois	114,881	2.9	75,413	2.7	-39,468	-34.4	14
Indiana	60,335	1.5	34,134	1.2	-26,201	-43.4	6
Iowa	23,195	0.6	17,749	0.6	-5,446	-23.5	32
Michigan	70,378	1.8	35,738	1.3	-34,640	-49.2	3
Minnesota	36,346	0.9	26,084	0.9	-10,262	-28.2	23
Ohio	108,210	2.8	69,333	2.5	-38,877	-35.9	13
Wisconsin	37,105	0.9	26,184	0.9	-10,921	-29.4	20
Total	450,450	11.4	284,635	10.1	-165,815	-36.8	
South							
Alabama	97,415	2.5	61,389	2.2	-36,026	-37.0	12
Arkansas	37,183	0.9	24,717	0.9	-12,466	-33.5	16
District of Columbia	42,533	1.1	37,161	1.3	-5,372	-12.6	Not rated
Florida	171,235	4.4	135,050	4.8	-36,185	-21.1	36
Georgia	145,239	3.7	134,517	4.8	-10,722	-7.4	48
Kentucky	78,485	2.0	59,696	2.1	-18,789	-23.9	29
Louisiana	66,986	1.7	51,138	1.8	-15,848	-23.7	31
Mississippi	54,463	1.4	43,801	1.6	-10,662	-19.6	40
North Carolina	149,690	3.8	142,801	5.1	-6,889	-4.6	50
Oklahoma	91,781	2.3	65,992	2.3	-25,789	-28.1	24
South Carolina	98,576	2.5	71,382	2.5	-27,194	-27.6	25
Tennessee	55,459	1.4	34,271	1.2	-21,188	-38.2	11
Texas	291,776	7.4	232,020	8.3	-59,756	-20.5	38
Virginia	254,097	6.5	206,827	7.4	-47,270	-18.6	42
West Virginia	15,517	0.4	13,326	0.5	-2,191	-14.1	46
Total	1,650,435	42.0	1,314,088	46.7	-336,347	-20.4	

DCN: 11624

Summary Table 2. Levels, Changes, and Ranks for Total U.S.-based Defense Department Personnel, 1987-2002

Northeast-Midwest Institute, April 2005

State or Region	Total[1] 1987	Percent of Total 1987	Total[1] 2002	Percent of Total 2002	Change in Total 1987-2002	Percent Change in Total 1987-2002	Rank for Percent Drop in Total
West							
Alaska	33,819	0.9	25,815	0.9	-8,004	-23.7	30
Arizona	56,106	1.4	48,667	1.7	-7,439	-13.3	47
California	474,802	12.1	274,471	9.8	-200,331	-42.2	7
Colorado	76,871	2.0	60,752	2.2	-16,119	-21.0	37
Hawaii	78,504	2.0	62,597	2.2	-15,907	-20.3	39
Idaho	15,196	0.4	12,592	0.4	-2,604	-17.1	43
Kansas	52,281	1.3	36,899	1.3	-15,382	-29.4	21
Missouri	77,230	2.0	52,823	1.9	-24,407	-31.6	18
Montana	13,192	0.3	10,724	0.4	-2,468	-18.7	41
Nebraska	30,251	0.8	19,917	0.7	-10,334	-34.2	15
Nevada	18,203	0.5	17,129	0.6	-1,074	-5.9	49
New Mexico	37,813	1.0	25,918	0.9	-11,895	-31.5	19
North Dakota	20,588	0.5	14,688	0.5	-5,900	-28.7	22
Oregon	23,545	0.6	18,243	0.6	-5,302	-22.5	33
South Dakota	15,568	0.4	10,430	0.4	-5,138	-33.0	17
Utah	45,202	1.1	33,680	1.2	-11,522	-25.5	27
Washington	108,179	2.7	90,276	3.2	-17,903	-16.5	44
Wyoming	9,254	0.2	7,731	0.3	-1,523	-16.5	45
Total	1,186,604	30.2	823,352	29.3	-363,252	-30.6	
Northeast	646,775	16.4	388,879	13.8	-257,896	-39.9	
Midwest	450,450	11.4	284,635	10.1	-165,815	-36.8	
Northeast and Midwest	1,097,225	27.9	673,514	24.0	-423,711	-38.6	
South	1,650,435	42.0	1,314,088	46.7	-336,347	-20.4	
West	1,186,604	30.2	823,352	29.3	-363,252	-30.6	
South and West	2,837,039	72.1	2,137,440	76.0	-699,599	-24.7	

[1]Counts the Defense Department personnel in the United States for active duty military, reserve and National Guard forces, and civilian employees as of September 30.
[2]U.S. totals exclude foreign-based personnel, as well as personnel in Puerto Rico and the territories. The District of Columbia is included in the South.

Source: Northeast-Midwest Institute calculations based on data for active duty military and Defense Department civilian employees from the Department of Defense, Directorate for Information Operations and Reports, *Distribution of Personnel by State and Selected Location (M02)*, September 30, 1987, and September 30, 2002, and based on data for reserves and National Guard from Department of Defense, Directorate for Information Operations and Reports, *Atlas/Data Abstract for the United States and Selected Areas*, fiscal years 1987 and 2002.

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(1)

Nea Landau Mtg 6/8/04

Hanna → Serious issue for N.L.
USN frustrated by classified data

N.L. Heavily "into" data issues; emergency? At what point does this become insurmountable to the Commission?

Hanna → Not problem yet – cost want a public hearing – CASRA, minutes available

MILVAL available → need to look for + understand qualitative scores.
– Looking for defensibility & lots of confidence in USN analytic approach

– Need to understand complex issues
– USN Team has been very cooperative

– We will do other Cobras

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(2) NL. Follow up.

when we wrote legislation, we wrote MILVAL but didn't specify MV.

Are you (BRAC Com) looking at decisions constituting MILVAL & how it changed

Jim: Yes, Particularly when there was a base training for closure & then become "strategically" valuable.

Difficulty in "normalizing" MV for i.e. CGE each base.

MV doesn't allow capture unique base capacity for different situations

Have good staff capability environmental/bay pgm expertise.

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(3)

NL:

- MILVAC Calcs

Gov's Strike Force

- Environ Develop
- Economic

w/o access to MILVAC info, Need Key to how #'s were calculated.

would like Navy Team to re look at Calcs.

Jim: we are a public entity – all proceedings + data goes to public info.

NL: Some of data – Pentagon expects to remain classified permanently →

May ask Comm Staff to ✓ on data that's obscured –

DCN: 11624

(4)

NL: BRAC-93 proposed to remove NC + put in K.B.
— most was unclear.
Are you going to look at that?

Jim: "Requirements" + "Reality" are usually different due to fiscal pressure.

Platforms will probably decrease.

NL: USN moving Subs/aircraft would cost > $300M

Now to do same thing with $40M less.

Jim: We have access to previous BRACs + are looking at that.

NL: What's your threshold of pain for meeting with us.

DCN: 11624

(5) NL

Jim - Scenario tracker should help us sort out decision

NL: ? is it's clear that there were constraints imposed by taking some bases out & skewed the data.

Jim: Looking at Everett - moving ATBe to N.I. or to Pearl / Guam - CeDR action

We are going to look at Strategic Mob Sept & is it looked into K.B.

That's probably what looked K B in staying open only Bremerton Base.

NL: Could have ways to (a) K B w/o Bremerton —

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(4)

Jim — Saving money may have played into the scenario.

NL — AT one level saw would suggest that this was cost analysis.

AT, it's core BRAC was a capacity issue. Not economic issue. Excess capacity savings

Did Army intend to reduce capacity + replicate it somewhere else?

Jim — understand point - but needed to find a measure

NL: PT is that NL is (a) capacity dense / compact + fully utilized. Xcess capacity exists somewhere else.

Using non-budget quality estimates to move it look suspicious

DCN: 11624

(7) JIM: If you take KBat because of Bookout
NORVA is too complex + big to realign.

NL: Total force size is vague.
Ships need pres/spaces.

Using CGE's may have hurt us.
Keeping base w/o capacity (pres space) doesn't make sense.

NL: Need email → designated lead. — Hal Tickle

NL: FY+ QDR, at its core, all FY+ Army decisions are QDR

Decisions were made subjectively that were NOT QDR based.

JIM: Explained QDR + related force strategy/movement issues

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(8) Jim

Need to determine if BRAC Substantially deviates from criteria. →

i.e. Army National Guard

How does it deviate from 8 criteria – substantial.

ML: If you find that MK val is not changed much, what is the value of spending $ & 1 B to accomplish closing.

Are you going to use COBRA data – Not budget quality.

Jim: COBRA good but only relative in nature.

Doing independent look @ costs. environmental impact – cleanup costs

Econ impact – more specifics. worker skill levels

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(9)

NL: will you be looking at
costing (2 BEQs in KB)
what if that is not enough?
How will you process that?

But, are you looking @ Navy Plan?

Tim: yes, we are looking at
capacity, transitioning, pipeline

NL: If Navy says to put 6 SSNs
to KB. Need to build
2 piers.

1 pier in NL = $30M
2 piers in KB for $70M

ie: Costs may be way off!

Are you looking @ handling
Nuclear waste discharges
— classified info

Tim: Yes

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(10)

NL: Are you looking at Total costs to USG.

Jim: Required to look @ USD, but are looking at total costs.

Also using Std + Pass data.

Present community data @ Public Hearing.

Commissioners are concerned about effects on N.E. but must use facts for decision

NL: Looking at Ed + Tr? Mlevin subschool doesn't appear to have been taken into account.

Jim: yes

NL: NL subschool → was MV scoring presented / deleted?
Team member advised to "destroy notes"
What happened?
→ Upstairs reading team.

DCN: 11624

The Contribution of the Groton Naval Sub Base and the Electric Boat Company to the Economies of Connecticut and Southeastern Connecticut

State of Connecticut

Economic Impact Analysis

May 3, 2005

DCN: 11624

THE CONTRIBUTIONS OF THE NEW LONDON NAVAL SUB BASE AND THE ELECTRIC BOAT COMPANY TO THE ECONOMIES OF CONNECTICUT AND SOUTHEASTERN CONNECTICUT

EXECUTIVE SUMMARY

THE CONTRIBUTIONS OF THE NEW LONDON NAVAL SUB BASE AND THE ELECTRIC BOAT COMPANY TO THE ECONOMIES OF CONNECTICUT AND SOUTHEASTERN CONNECTICUT

A Department of Economic and Community Development Economic Impact Analysis

EXECUTIVE SUMMARY

At the direction of Governor M. Jodi Rell, the Connecticut Department of Economic and Community Development (DECD) has conducted a study to estimate the contributions that the U.S. Naval Submarine Base New London in Groton Connecticut (New London Naval Sub Base) and the Connecticut operations of the Electric Boat Company make to the Connecticut and Southeastern Connecticut economies.

The New London Naval Sub Base is subject to the BRAC process, as are all domestic military installations. Connecticut has cause to be concerned as the New London Sub Base was considered for closing in previous BRAC rounds and competition for location or realignment of base operations is likely from a number of sites. This report presents the results of that analysis.

Introduction

The New London Naval Sub Base, located on the eastside of the Thames River in Groton, Connecticut, has been an integral part of Connecticut's maritime history dating back to 1868 when the State gave the Navy 112 acres of land along the Thames River to build a Naval Station. Since that time, the base has been fully operational during two world wars, the Korean and Vietnam conflicts, the Cold War stand off between the United States and Soviet Russia and most recently the Gulf War, the wars in Afghanistan and Iraq, and the international war on terror. Even though the nature of these conflicts has changed over the years, the U.S. submarine force continues to play a vital role in our national defense, and the New London Naval Sub Base is at the forefront of this changing mission. It has evolved into a unique facility that combines submarine operations with specialized training and cutting-edge submarine warfare research and development.

The co-location of the Sub Base with the Sub School and the various research and development tenant commands creates a synergistic effect that results in the "whole being greater than the sum of its parts." The close proximity of these entities results in the free flow of information and ideas that create greater operational efficiencies and enrich the educational environment. Further enhancing the capabilities, efficiencies and benefits of the Sub Base's configuration and location is its close physical and working relationship with the Electric Boat Company.

The U.S. Navy considers that Electric Boat, by virtue of its vast experience and innovation, is the world's premier resource for submarine technology. Electric Boat has maintained this position since designing the very first submarine for the U.S. Navy, HOLLAND, over one hundred years ago. The experience and innovation offered by

Electric Boat has been, and remains, the dominating influence in development of nuclear powered submarines in this modern era.

The inherent strength of Electric Boat derives in great measure from its enduring dedication to one product, for one customer. Electric Boat designs, builds, and supports submarines for the U.S. Navy. This dedication means that submarine technology is Electric Boat's number one priority. This dedication provides the U.S. Navy with the best submarines in the world.

The Contributions of the New London Naval Sub Base and the Electric Boat Company

While there has been a relationship between the operational submarines at New London Naval Sub Base and the ship designers and builders at Electric Boat, only in the last six years has the interdependence become essential to both facilities.

The Sub Base and its tenant commands depend on Electric Boat to provide the skilled tradespersons, supervision, and engineering support required to perform most Intermediate-level maintenance on the ships stationed there. Similarly, Electric Boat needs the work on the submarines at the Sub Base to maintain its skilled workforce above the "critical mass" level in the current submarine Low Rate Procurement (LRP) environment.

The results of this study confirm the fact that the New London Naval Sub Base and the Electric Boat Company are significant and critical parts of the Connecticut and Southeastern Connecticut economies.

The Navy's Sub Base in Groton, Connecticut, and Electric Boat, within short commuting distances of each other, work closely together to maintain the Navy's nuclear submarine force. This partnership is significant and can support not only scheduled routine maintenance and modernization, but also emergent or unscheduled work requiring technical expertise, depot level capabilities and a skilled resource-pool to accommodate surge requirements. The complementary Sub Base/Electric Boat Company relationship affords the government savings as well as efficiency and skilled resource flexibility, creating a synergy that is critical to the Navy and national defense.

Some Key Findings Are:

New London Naval Sub Base

- Contributes approximately $841 million to Connecticut's GSP on average annually.
- Increases personal income for Connecticut residents by approximately $431 million on average annually.
- Creates 6,794 direct jobs and approximately 2,537 indirect jobs in Connecticut.

DCN: 11624

THE CONTRIBUTIONS OF THE NEW LONDON NAVAL SUB BASE AND THE ELECTRIC BOAT COMPANY TO THE ECONOMIES OF CONNECTICUT AND SOUTHEASTERN CONNECTICUT

ECONOMIC IMPACT ANALYSIS

THE CONTRIBUTIONS OF THE NEW LONDON NAVAL SUB BASE AND THE ELECTRIC BOAT COMPANY TO THE ECONOMIES OF CONNECTICUT AND SOUTHEASTERN CONNECTICUT

A Department of Economic and Community Development Economic Impact Analysis

At the direction of Governor M. Jodi Rell, the Connecticut Department of Economic and Community Development (DECD) has conducted a study to estimate the contributions that the U.S. Naval Submarine Base New London in Groton, Connecticut (New London Naval Sub Base) and the Connecticut operations of the Electric Boat Company make to the Connecticut and Southeastern Connecticut economies. This report presents the results of that analysis.

I. INTRODUCTION

The New London Naval Sub Base and Electric Boat Company are a significant part of the Connecticut and Southeastern Connecticut economies. The results of this study confirm this fact. The co-location of the New London Naval Sub Base and Electric Boat Company in New London County create synergies that provide enormous benefit to our nation's national defense and manufacturing base.

These two entities contribute approximately $3.3 billion to the state's Gross State Product (GSP) and are responsible for approximately 31,500 direct and indirect Connecticut jobs.

Purpose of Study

The primary purpose of this study is to estimate the contribution made by the New London Naval Sub Base and the Electric Boat Company's shipbuilding and ship maintenance operations to the economies of Connecticut and Southeastern Connecticut.

This study was designed to estimate the contributions of the New London Naval Sub Base and the Electric Boat Company to the Connecticut and Southeastern Connecticut economies. The process began with a review of the body of existing work that had been done in this area, primarily several impact studies that specifically address the New London Naval Sub Base and Sub School, the Electric Boat Company (or both) and/or the economic landscape of Southeastern Connecticut. (A brief summary of these studies is included in this report.) The DECD then developed an impact analysis methodology for measuring the subjects' economic contributions. Modeling scenarios were devised and the variables necessary to run simulations were selected. Data was collected from numerous sources and the analysis was conducted.

This report is not intended to make recommendations about the base itself or Electric Boat directly, nor is it intended to be an analysis of strategic advantages or political realities. Rather, its sole purpose is to provide an economic impact analysis (EIA) of two important assets to the regional and state economies.

Assumptions and Inputs

In an effort to estimate the contribution of the New London Naval Sub Base and the Connecticut operations of the Electric Boat Company, seven scenarios were developed and modeled using two different models, the Regional Economic Modeling, Inc. (REMI) Policy Insight™ model, and the federal Bureau of Economic Analysis' Regional Input-Output Modeling System (RIMS II). Data to support these scenarios was collected from numerous sources and analyzed.

The scenarios modeled are as follows:

1. The contributions of the New London Naval Sub Base and the Naval Sub School.
2. The contribution of the New London Naval Sub Base.
3. The contribution of the Naval Sub School.
4. The contributions of the New London Naval Sub Base, Naval Sub School, and the Electric Boat Company.
5. The contributions of the New London Naval Sub Base, Naval Sub School, and the Electric Boat Company (with reduced activity).
6. The contribution of the Electric Boat Company.
7. The contribution of the Electric Boat Company (with reduced activity).

These scenarios were selected because they break the Naval Facility down into its major constituent components. This allows for the analysis of different combinations of activities, ultimately eliciting a range of impacts that represent the full spectrum of value that the state and local economies derive from the presence of the Naval facility and the Electric Boat Company.

Due to the unique and interdependent relationship between the New London Naval Sub Base and the Electric Boat Company, it is important to measure the contributions of each entity and their combined contribution. Two of the aforementioned scenarios examine the combined economic impact of the sub base and the company.

Sources for the supporting data include the New London Naval Base, the Electric Boat Company, the Sub Base Realignment Coalition, the U.S. Department of Defense (DOD) and publicly available documents.

II. REVIEW OF PREVIOUS STUDIES

The contributions of the New London Naval Sub Base and the Electric Boat Company have been measured by numerous studies over the years. **Note:** None of the data appearing in this section was used in the current estimation of the contribution of the New London Naval Sub Base and/or the Electric Boat Company.

A Summary of the Findings of Previous Economic Impact Studies of the New London Naval Sub Base and/or the Electric Boat Company.
The University of Connecticut's Connecticut Center for Economic Analysis (CCEA) prepared several studies from 1993 to 1995 examining the potential effects of spending and employment reductions that would be the result of the closure and/or realignment of the New London Sub Base. All of these studies employed the REMI Policy Insight Model, developed by Regional Economic Models, Inc., the "REMI" model.

Groton-New London Submarine Base Closing: An Economic Impact Study[1], *3/17/93*
This study examined the loss of 4,655 military positions at the New London Naval Sub Base. This loss was combined with the alternative of relocating 3,542 Orlando, Florida naval training positions to Connecticut for a net loss of 1,113 military positions and 1,114 civilian positions, or 2,227 "direct" jobs. Four cases were examined: (1) Gain Orlando/Previously "normal" defense expenditure reductions, (2) Gain Orlando/1993 expenditure level cuts, (3) No Orlando previously projected cuts, (4) No Orlando/1993 projected cuts. With Orlando, total State employment falls 2,714 by 2000. Without Orlando, employment drops by 8,414 (Cases I and III). With Orlando, jobs fall by 698 by 2000, and without Orlando by 2,201 (Cases II and IV).

Defense Spending Cuts in New London County: An Economic Impact Study[2], *5/11/93*
Having acquired, with DECD funding, the New London County REMI model, the CCEA examined the impact on New London County and Connecticut both in terms of job loss and population loss under four scenarios: "Worst case 1"—all known defense cuts and base closure resulting in 31,323 lost jobs (21% of New London County workforce); "Navy recommendation case 2" – all known defense cuts and base closure, but Orlando moves to Groton resulting in 26,122 lost jobs (17.6%); "status quo case 3" – retain the sub base but cut Electric Boat employment to 7,500 by 1997 resulting in 23,651 lost jobs (16%); "best case 4" – retain base with all known and planned cuts including the Electric Boat Company cuts resulting in a loss of 20,052 jobs (13.6%). All had "an enormous effect."

Navy's Recommendations for New London County to the BRAC Commission[3], *5/5/95*
In this study CCEA examined the impact of three realignment and closure scenarios. Case A: Navy recommendations are carried out in combination with already executed cuts and the Electric Boat Company, closing of the Naval Undersea Warfare Center, and transfer of the Naval Nuclear Training School to South Carolina. This results in 14,003 jobs lost and an $837 million reduction to GSP. Case B: same as Case A, but with the addition of the Training School transferred to Groton. This results in 11,020 jobs lost and a $916 million reduction to GSP. Case C: Only the NUWAC is closed. This results in the loss of only 2,015 jobs and an $89 million reduction in GSP.

More recently, in 2004 the Southeastern Connecticut Enterprise Region (seCTer) and the Southeastern Council of Governments contracted with Mt. Auburn Associates, PPSA, and CERC to prepare a *Comprehensive Economic Development Strategy* (CEDS) for the U.S. Economic Development Administration. This report, while not specifically focused on the

contribution of the New London Sub Base or the Electric Boat Company to the economy of southeastern Connecticut, does include the contribution of these two entities in its examination of the southeastern economic landscape. The authors of the study modeled the impact of the closure of the Sub Base using the IMPLAN econometric model. The results of their econometric analysis concluded that the "economic impacts associated with the closing of the Submarine Base would be quite severe and long lasting. Our analysis suggests that if both the base and the Electric Boat were to close, local impacts in New London would include the direct and indirect loss of $2.4 billion in industry sales, the direct loss of more than 15,000 jobs, as many as another 8,000 due to the ripple effect, and a 15 percent drop in the gross regional product."[4]

III. NEW LONDON SUB BASE HISTORY AND CHARACTERISTICS

History

The Naval Submarine Base New London is the Navy's first Submarine Base and is currently the home of the nation's "Submarine Force." In 1868, the State of Connecticut gave the Navy 112 acres of land along the Thames River to build a Naval Station. The base was originally used as a coaling station by Atlantic Fleet small craft, however on October 13,1915, the monitor Ozark, a submarine tender, and four submarines arrived in Groton and shortly there after additional submarines and support craft arrived and the facility was named as the Navy's first Submarine Base. Following World War I the Navy established schools and training facilities at the base.[5, 6]

Location

The New London Naval Sub Base is located on the eastside of Thames River in Groton, Connecticut, across from the city of New London. Although the base is physically located in Groton, Connecticut, the base originally had its main offices and housing in the larger city of New London, and hence was christened as Naval Submarine Base New London.[7]

The location of the Sub Base provides many benefits to the Navy. It is located in a "protected harbor" which offers protection from adverse weather. It is in close proximity to the Electric Boat Company – the leading submarine builder and servicer and it provides Naval personnel and their families access to a high quality of life.

Salary.com, a national Web site specializing in salary and compensation data, recently conducted a national survey to find the best and worst "U.S. cities in terms of affordability." The survey looked at "a variety of financial factors, ranging from median salaries to unemployment rates and the cost of living. Those factors determined this year's 'best and worst' rankings of what it termed 'profitable cities,' or <u>those places where workers can get more out of their paychecks</u>."[8]

Dan Malachowski of Salary.com asks the question: "Have you ever considered becoming a resident of the historic whaling port of New London, Connecticut?" He describes the community as follows: "An old colonial town founded in 1646, New London is set between New York and Boston and is home to the U.S. Coast Guard Academy, as well as Connecticut College." He goes on to state that, "this colonial gem is not stuck in the past. New London topped our list with salary ranges above the national average, a low cost of living, and a low unemployment rate."[9]

In contrast, San Diego, another city home to a naval facility, made it into the bottom five cities on the list because of its high cost of living.[10]

Land and Facilities

Along with 36 acres at Fife Park, the main base currently occupies more than 687 acres containing approximately 230 major buildings with an approximate replacement value of $914,000,000. The base also has over 530 acres of family housing comprised of 2,101 Navy housing units plus 75 units at the Navy Lodge and 12 barracks with 1652 units, plus 150 units at the Groton Chalet. The base is home to more than 70 tenant commands. Approximately 12,000 family members and 12,000 retirees utilize the bases facilities annually along with over 15,000 additional USA/USAF/USCG/USMC personnel. The base has a combined annual electricity/water/gas/sewer bill of $17,870,000.[11]

The base is also homeport to 1 Floating Drydock (ARDM-4) operated by Electric Boat, Naval Research-1, the Navy's Nuclear-Powered Research Submarine and the Naval Research -1 Support Ship.[12]

Personnel and Payroll
There are 7,800 military personnel stationed at the base and over 650 reservists drill there annually – which amounts to 167 full-time equivalent jobs in the economy (see methodology). The base employs 1,400 civilians and over 1,000 contractors. Annual military and civilian payroll is approximately $452,000,000.[13]

Submarines Stationed:
The base is homeport to 18 Nuclear Attack Submarines: [14]

- 14 LOS ANGELES Class (7 SSN-688 (2 VLS), 7 SSN-688I)
- 3 SEAWOLF Class (SSN-21)
- 1 VIRGINIA Class submarine – VIRGINIA (SSN-774)

Major Tenant Commands
There are more than 70 Tenant Commands located on the New London Sub Base. The major commands include:

- **Commander Navy Region Northeast**
  This command is "headed by a flag officer, exercises military command over and provides primary support to Navy shore installations from New Jersey to Maine. Falling within Northeast Region's area of responsibility are: Naval Submarine Base New London; Naval Air Station, Brunswick, Maine; Portsmouth Naval Shipyard, Kittery, Maine; Naval Weapons Station, Earle, NJ; Naval Air Engineering Station Lakehurst, NJ; Naval Support Unit Saratoga Springs, NY; and Naval Station Newport, RI."[15]

- **Commander Submarine Group TWO**
  This command is "headed by a flag officer, exercises command of Commander, Submarine Forces, U.S. Atlantic Fleet forces administratively assigned and operation control of units of other forces when assigned. The primary purpose of Group TWO is to provide support, maintain personnel and material readiness, standards and work for increased economy and efficiency."[16]

- **Naval Submarine Support Center**
  This command is "responsible to centralize administrative control and support functions, economize resources and provide a common pool of experts by providing complete functional support to the Squadron Commander of Submarine Squadrons TWO and FOUR, and Submarine Development Squadron TWELVE, in the areas of Administration, Medical, Legal, Chaplain, Supply, Combat Systems, Engineering, Communications, and operations."[17]

- **Submarine Squadron TWO**
  "Squadron TWO's mission is to carry out the assigned tasks designated by Commander Submarine Force U.S. Atlantic Fleet; to provide operation direction as well as administrative and logistic support to assigned ships."[18]

- **Submarine Squadron FOUR**
  The "Commander, Submarine Squadron FOUR's mission is to carry out the assigned tasks designated by Commander, Submarine Force, U.S. Atlantic Fleet and to provide operational and engineering support to assigned ships."[19]

- **Submarine Development Squadron TWELVE**
  "In addition to providing operational and engineering support to assigned ships, Squadron TWELVE is tasked as tactical development authority for Submarine Forces Atlantic and Pacific. This is a unique responsibility, which is dedicated to the formulation and improvement of submarine tactics and to the measurement of the effectiveness of the newest submarines."[20]

- **Naval Submarine Support Facility's**
  This command's "primary mission is direct support to submarines assigned to Squadrons TWO, FOUR and TWELVE. Visiting ships are often supported. NSSF is organized along the lines of an afloat submarine tender Intermediate Maintenance Activity and employs more than 1200 sailors and civilian specialists."[21]

- **Naval Submarine School**
  This command is the "oldest fleet functional school in the navy and the only Submarine training school in the Navy. Submarine School instructs over forty thousand Sailors annually in courses ranging from one day to over six months in length. As the "Center of Excellence for the Submarine Force" Submarine School conducts all levels of training for both officers and enlisted personnel."[22]

- **Naval Undersea Medical Institute**
  This command is "tasked with providing training in undersea medicine and radiation health to designated medical department personnel, and to provide technical support in matters related to undersea medicine and radiation health to naval operating forces and activities."[23]

- **Naval Ambulatory Care Center**
  "The Naval Ambulatory Care Center in Groton, Connecticut is an outpatient medical treatment facility that provides primary medical care and coordinates access to other levels of health care services for active duty, retirees and eligible family members entitled to care. Inpatient care and limited specialty care services are provided through a partnership agreement with local civilian hospitals."[24]

- **The Naval Submarine Medical Research Laboratory**
  This command "constitutes the Navy's only submarine platform designated medical research and development laboratory dedicated to the unique problems engendered by the operational submarine fleet. This Laboratory maintains a library, which constitutes one of the most complete libraries of submarine and diving information in the world."[25]

- **Naval Security Group Activity Groton**
  The "NSGA Groton provides cryptologic direct support systems installation, maintenance, and personnel augmentation support to U.S. Atlantic Fleet submarines."[26]

- **Meteorology and Oceanography**
  This command "provides meteorological support and services to local commands, and supports waterfront units with environmental services and products for training, underways, and deployments. The Component's website offers local and regional weather information, and updates on tropical cyclone warnings and base Conditions of Readiness status during hurricane season."[27]

Recent Activity and Current Situation
The Sub Base has recently completed numerous infrastructure improvements. Approximately $98.5 million in investments were made at the base in fiscal year 2004 and to date, an additional $50 million has been awarded for improvements in fiscal year 2005. Major projects included: Barracks Renovation, renovation of Warehouse B-33, and the construction of the new Navy Lodge.[28]

Lower Base
Improvements to the Lower Base include the conversion of Pier 17 North Conversion and Waterfront Re-capitalization efforts.[29]

The Pier 17 North Conversion project is a $1.4 million upgrade to pier 17 North to accommodate Virginia Class ships. Improvements to the pier include: new fendering, steel supports, electrical upgrades, jib cranes and bollards and mechanical systems. This project was 99% complete as of April 2005.[30]

The Waterfront Re-capitalization Project includes a $30 million upgrade to all Sub Base piers to accommodate Virginia Class. This project starts with the demolition of Piers 4, 6, and 13. A new pier will be built in the current area of Pier 6. As of April 2005 contracting was in final stages in Philadelphia. Work on this project is to commence in the summer of 2005.[31]

Maintenance dredging in areas between Pier 10, 12, and 13 as well as on the north and South sides of Pier 31 is to be completed in 2005.[32]

SUBSCOL Campus
In February 2005 the DOD announced that M. A. Mortenson Co., of Minneapolis, Minnesota, is being awarded a $13,167,000 contract for the construction of the new Mk10 Submarine Escape Trainer. It is anticipated that the ground breaking for the trainer will occur in August of 2005 and the project completed by May of 2007. This project provides approximately 22,800 SF of classrooms, mechanical, electrical, and other support space for the escape columns and escape hatches.[33]

Upper Base
Improvements to the Upper Base include new security gates, a new dental clinic, a new facility for IBU-22, the renovation of the Naval Ambulatory Care Center and a new public private housing venture.[34]

The new security gateway opened in November of 2004. The gate allows for four lanes of entering traffic under an 18-foot tall canopy and provides for commercial vehicle inspection at the gate rather than on the base. The project is phase one of a two-phase, $6.5 million design and build project begun in 2003 by James N. Gray Company of Kentucky. The second phase, Gate 1 renovations, has just begun and should be completed by fall 2005.[35]

The Navy Region Northeast and GMH Military Housing-Navy Northeast LLC entered into the Navy's newest and largest public-private venture (PPV) housing project in November of 2004 with the goal of providing quality and affordable housing for military families in the Northeast. The project privatized approximately 5,600 Navy homes spanning seven Naval installations, five states, and 13 communities. For the New London Naval Sub Base, some 2,100 existing Navy Family Housing homes have been turned over to GMH and many are part of a six year, $300 million Initial Development Plan (IDP). Under the New London Naval Sub Base IDP, more than 1,000 old homes will be razed, and replaced by more than 900 new homes. Additionally 275 homes will be renovated. The groundbreaking ceremony for this project was held in February of 2005.[36]

The Naval Sub Base, Submarine School And Various Tenant Commands

The co-location of the Sub Base with the Sub School and the various research and development tenant commands creates a synergistic effect that results in the "whole being greater than the sum of its parts." The close proximity of these entities results in the free flow of information and ideas that create greater operational efficiencies and enrich the educational environment.

The location of all of these functions in New London County also affords the base's naval personnel and their families access to the high quality of life available in southeastern Connecticut, including excellent schools, significant cultural and recreational amenities and, according to Salary.com, unmatched affordability.[37]

The Groton location also fosters the close working relationship between the base and the Electric Boat Company. This relationship produces both tangible and intangible synergistic efficiencies that provide enumerable benefits to the Navy and to U.S. national defense.

The proximity of the Electric Boat Company's facility on the eastside along with the company's unique Quonset Point, R.I. construction facility give the base a distinct synergy for Navy production and operations. The Electric Boat Company has a variety of docks reserved for shipbuilding, refitting and repair along with barges, including berthing barges for the personnel of vessels undergoing refitting or repair. For a century, the Electric Boat Company has been at the forefront of submarine technological development and innovation.

IV. CONTRIBUTION OF THE NEW LONDON SUB BASE AND SCHOOL TO THE CONNECTICUT AND SOUTHEASTERN CONNECTICUT ECONOMIES

Scenario 1 illustrates the combined contributions of the Navy Base and Sub School complexes. Scenarios 2 and 3 show the independent contributions of each.

Table 3: REMI Model Results Summary for the New London Naval Sub Base and Sub School

REMI Model Results Summary Table

Scenario	Gross State Product ($ billions)	Personal Income ($billions)	Direct Employment	Indirect Employment	State Revenues ($ millions)	Local/Regional Revenues ($ millions)
1	$ 1.292	$ 0.666	10,367	3,673	$ 44.7	$ 0.601
2	$ 0.841	$ 0.431	6,794	2,537	$ 28.6	$ 0.519
3	$ 0.434	$ 0.230	3,573	1,137	$ 15.6	$ 0.139

Note: Scenarios are not cumulative because they were run independently of each other within a dynamic model.

Table 4: RIMS II Model Results Summary for the New London Sub Base and School

RIMS II Model Results Summary Table

Scenario	Gross State Product ($billions)	Personal Income ($billions)	Direct Employment	Indirect Employment
1	$ 1.678	$ 0.839	10,367	6,517
2	$ 1.049	$ 0.525	6,627	3,931
3	$ 0.516	$ 0.258	3,573	1,624

GSP is productivity ($99,379) x Total Employment
Personal Income is 1/2 GSP

The results of Table 4 largely confirm the REMI Policy Insight™ model results in Table 3. Scenario 3 (the School alone) has the smallest economic impact. The relatively modest variation in magnitude of the impacts under each methodology is mostly attributable to the averaging of multipliers across industries. What is notable is that the size and relative order in both methodologies is consistent.

In summary, the data indicate that the contribution of the combined New London Sub Base and Sub School to the state's economy is approximately $1.3 billion in GSP and approximately 14,040 direct and indirect jobs.

V. THE ELECTRIC BOAT COMPANY

The Electric Boat Company is a subsidiary of the General Dynamics Corporation. The Electric Boat Company is part of General Dynamics' Marine Systems Group. The company's primary operations are the shipyard in Groton, Connecticut and the automated hull-fabrication and outfitting facility in Quonset Point, Rhode Island. The combined operations have a current workforce of approximately 11,300 employees. The company's Connecticut work force is currently 8,750 employees: 8,250 at the Groton shipyard and 500 on-site at the New London Naval Sub Base.[38]The Electric Boat Company's Groton shipyard is a 2.9 million square foot facility.[39]

Overview[40]

The U.S. Navy considers that Electric Boat, by virtue of its vast experience and innovation, is the world's premier resource for submarine technology. Electric Boat has maintained this position since designing the very first submarine for the U.S. Navy, HOLLAND, over one hundred years ago. The experience and innovation offered by Electric Boat has been, and remains, the dominating influence in development of nuclear powered submarines in this modern era.

The inherent strength of Electric Boat derives in great measure from its enduring dedication to one product, for one customer. Electric Boat designs, builds, and supports submarines for the U.S. Navy. This dedication means that submarine technology is Electric Boat's number one priority. Electric Boat is focused on what it does best, and only on what it does best. This dedication provides the U.S. Navy with the best submarines in the world.

Electric Boat designed the first nuclear submarine, NAUTILUS as well as the first strategic missile submarine, GEORGE WASHINGTON. Of the 19 nuclear submarine classes developed, Electric Boat designed 15, and shares design responsibility on one other, SEAWOLF, with Newport News. Electric Boat designed the nuclear propulsion plant in every submarine class, save one, and designed every single strategic missile submarine this nation has produced. Electric Boat pioneered the modular construction process, more than 20 years ago, and is now using the third generation improvement of this process on the Virginia Class and SSGN Programs

Of the 197 nuclear submarines delivered or under construction for the U.S. Navy, Electric Boat is responsible for 98. Six other shipyards are/were responsible for the remainder.

Electric Boat's design history and experience in building 16 lead ships in the nuclear era has produced a "world class" technology base in specialized areas such as propulsion plant design, structural acoustics, hydrodynamics, weapons handling, manufacturing, and modular construction.

Electric Boat's Groton shipyard occupies 118 acres along the Thames River in Groton, Connecticut supporting both new construction and maintenance activity.

New construction work centers around the Land Level Ship Construction Facility (LLSCF) built in the early 1970's to support the Trident ballistic missile submarine program. The LLSCF receives hull sections and modules from Quonset Point, assembles them into a completed submarine, and then positions the ship for float-off using electric/hydraulic transfer cars and a pontoon in the associated graving dock.

Two additional dry docks, piers and shops also support overhaul and repair activities for active submarines, primarily those assigned to the New London Naval Sub Base.

"COATS" stands for CCSM Off-hull Assembly and Test Site. The $11.5M facility for land-based integration and test of Virginia Class combat system modules and electronic equipment at the Groton shipyard was dedicated in July, 1999.

COATS represents a shipyard industry first. The Combat System Module is: fully assembled off hull and populated with non-propulsion electronics equipment; provides for controlled testing of the combat system module without impacting hull construction; and provides friendly shock environment for commercial electronics. Once the COATS test phase completes, the CCSM module is transported to the ship for insertion and integration with ship and hull systems.

Final hull assembly is accomplished at the Groton Shipyard. The Land Level Ship Construction Facility (LLSCF) is capable of launching and dry-docking submarines weighing up to 17,500 tons, and can receive individual hull sections and units weighing up to 1,400 tons using the Sea Shuttle transporter.

The LLSCF provides a controlled environment for the accurate alignment and fit-up of hull sections and modules. A rail-tracked grid embedded in the facility, and electro-hydraulic transfer cars, enables sections or the entire ship to be moved about the facility. Overhead cranes and covered utility pits provide efficient support for final assembly and outfitting activity.

After launch, approximately one year prior to ship delivery, waterborne testing and sea trials take place. This period is used to groom and test the ship's systems, train the Navy crew in their operation and maintenance, and eventually turn over the completed systems and compartments to the Navy. Along with the various dock trials, acoustic trials, and weapons launch tests, propulsion plant tests, and other waterborne evolutions, the ship typically undergoes three sea trials before delivery to the Navy.

Current Business

Virginia Program[41]

The VIRGINIA Class submarine was designed by Electric Boat. It is the latest class of advanced capability fast attack submarines to be designed and delivered to the United States Navy. From its inception, the challenge of the VIRGINIA Program was to find the optimum balance between capability and affordability.

The VIRGINIA Class has been designed with reconfigurable spaces and features that make it adaptable and responsive to the changing and evolving threat. The VIRGINIA is the first naval combatant to be designed to meet the Post Cold War challenges of a new, uncertain threat environment – those conflicts in the near shore littoral environment. It supports seven critical post Cold War missions: covert intelligence, surveillance and reconnaissance (ISR); anti-submarine warfare; special forces warfare; precision strike warfare; anti-surface ship warfare; mine warfare; and provides support for Joint Forces.

The VIRGINIA Class Design/Build (Integrated Product and Process Development) contract was the first of its type for a DOD Cat 1 acquisition program. At the time of the contract award in January, 1996, Electric Boat, with no precedent to follow, worked hand-in-hand with the Navy

and led the development of new tools, processes and procedures, and trained shipyard workforce and oversight organizations to promulgate the required cultural change in the entire submarine enterprise. VIRGINIA literally has raised the performance bar for submarine technology and shipbuilding management and is providing the model for shipbuilding of the future. One indication of our success was when we received the Pentagon's David Packard Award for acquisition excellence. It was the first U.S. Navy warship to be designed using advanced computer-aided design and visualization technology that supports integrated design and manufacturing from a single product model database.

Each ship of the Class is being constructed by both General Dynamics Electric Boat in Groton, Connecticut and Quonset Point, Rhode Island, and by Northrop Grumman Newport News in Newport News, Virginia. Construction is being accomplished under a unique co-production teaming agreement whereby the construction of the ship's 18 major modules has been assigned to respective yards and the delivery of each ship is alternated between each yard. Today, the class design is complete and the program is in low rate production at one ship per year. Electric Boat is the prime contractor for the entire construction program.

On October 12, 2004, the Electric Boat Company delivered the lead ship, U.S.S VIRGINIA (SSN774), just 3.5 months from a contract delivery date established over ten years earlier. The lead VIRGINIA, SSN774 was the first Electric Boat Company submarine delivery in 6 years - - and the first lead ship in 7 years. The second ship, SSN775, will be the first NGNN submarine delivery in 8 years – and the first lead ship delivered by them in 28 years.

Seawolf[42]

The SEAWOLF Program was designed to counter high performance Soviet submarines at the end of the Cold War. The need for a large number of SEAWOLF Class submarines was obviated by the collapse of the Soviet Union in 1989. Initially planned to be a 30 ship class, the program was reduced to three ships. The U.S.S JIMMY CARTER (SSN23) is the third and final SEAWOLF Class submarine. Following closely on the heels of the delivery of the U.S.S VIRGINIA, U.S.S JIMMY CARTER was delivered to the U.S. Navy on December 22, 2004. This marked the second delivery by Electric Boat in three months.

Differentiating the SSN23 from all other submarines is its Multi-Mission Platform (MMP), which includes a 100-foot, 2500-ton hull section that enhances payload capacity, enabling the ship to accommodate the advanced technology required to develop, test and deploy the next generation of weapons, sensors and undersea vehicles.

SSN23 MMP Design/Build program success has been unprecedented. Key to this success was the ability of experienced design and engineering personnel to roll off of VIRGINIA and immediately onto another major design program -- the MMP, a project as complex as the construction of an entire Los Angeles Class submarine. Beginning with a notion that was little more than a Power Point slide, Electric Boat moved from concept design, to completion of detail design in 29 months -- half the time historically needed to advance through this development cycle. Five months later, this unique 2,500-ton module was delivered to the Groton shipyard for assembly with the host ship.

SSGN[43]

Electric Boat is also the prime contractor for the conversion of four Trident SSBN submarines to SSGN configuration taking place at the Norfolk Naval Shipyard and at Puget Sound Naval Shipyard. This effort leverages Electric Boat's experience as the designer and sole builder of

Trident SSBN submarines. Trident SSGN conversion will provide key capabilities for covert strike and clandestine Special Operations Force (SOF) missions.

The SSGN will provide up to 154 Vertical Launch Weapons from missile tubes previously housing ballistic missiles. Additionally, the SSGN will include an enhanced VIRGINIA Class communications suite and a dedicated command and control space for better mission planning. The platform will also be modified to host two Special Operating Forces lockout chambers using dual Dry Deck Shelters and/or Advanced SEAL Delivery Vehicles. The reconfigured ship will be able to house 66 SOF personnel and provide a dedicated SOF command and control planning center. SSGN will also function as an experimental test-bed to develop innovative operations concepts and payload/sensor alternatives for incorporation on future submarines. The large missile tubes inherent on this platform provide the volume to demonstrate and deploy non-traditional submarine payloads in an operational environment. The use of SSGN as a test bed for future capability to be included in future undersea systems forms the foundation for the transformation of the submarine force into the future.

Life Cycle Support, Maintenance and Modernization[44]

Electric Boat provides centralized life-cycle support for U.S. Navy submarines and submersibles via an experienced design, construction and fleet support organization supporting all classes of submarines. Electric Boat provides on-site fleet support at Kings Bay, Bangor, Norfolk, Puget Sound, Groton and Portsmouth and fly away teams at other locations as requested. Support provided includes design, engineering, planning, maintenance, material procurement and installation services that directly support the safe and reliable operation of the U.S. submarine force.

Additionally, in 1998 the Electric Boat Company began re-establishing itself as a major depot level submarine maintenance, modernization and repair activity. Supporting that transition has been a robust engagement with NAVSEA, the Naval Shipyards and other field activities in the various initiatives supporting the Navy's ONE SHIPYARD concept. Fundamental to this engagement is Electric Boat's commitment to align its maintenance related processes with those of the Navy. Electric Boat is now performing depot level availabilities including Interim Dry Dockings (IDDs), Selected Restricted Availabilities (SRAs, Depot Modernization Periods (DMPs), and scheduled Pre-Inactivation Restricted Availabilities (PIRAs) of LOS ANGELES and SEAWOLF Class submarines in its Groton shipyard and at the Naval Submarine Base.

Much of the cost debate for naval ships has been focused on acquisition cost. A truer metric may in fact be total ownership, or total life cycle costs. Nuclear submarines inherently possess low total operating costs due to their minimal manning; and, they require no at-sea logistics train, no protective escorts, and little support infrastructure ashore. Today, technology advancements have led to the development of a life of the ship core, eliminating the need for major refueling overhauls on our attack submarines. On VIRGINIA, crew manning for at-sea operations, one of the key drivers of program life cycle cost, has been reduced by 12% from 134 to 118. In fact, on the VIRGINIA program, there has been a 30% reduction in total ownership cost from previous submarine classes.

Tango Bravo[45]

The Tango Bravo Program is a collaborative effort between the Defense Advanced Research Projects Agency (DARPA) and the United States Navy to execute a technology demonstration program to break through the "technology barriers" and enable innovative design options for a

future submarine. This effort is also aimed at decreasing platform infrastructure and the cost of the design and production of that future ship.

In October 2004, Tango Bravo proposals were sought in five technology demonstration areas: (1) shaftless propulsion, (2) external weapons stow and launch, (3) hull adaptable sonar array, (4) radical ship infrastructure reduction, and (5) reduced crew/automated attack center. Electric Boat was notified in March 2005, that they had been selected for three Tango Bravo contract awards, subject to successful negotiations. The $600 million programmed in the current Navy plan for an undersea superiority system could be used to advance these technologies and integrate them into a future VIRGINIA, or to start a design effort to produce a lower cost nuclear submarine. Combined, these technologies could lead to a complete re-architect of the submarine for the first time since the Nautilus. This new architecture could remove the constraints in present submarines imposed by the shaft line and torpedo room/torpedo tubes. The initiative also could provide for the insertion of new technologies to ensure submarine relevance in the future threat environment where it will deploy.

Spiral integration of these technologies, such as external weapons, could be developed in parallel with a new forward end. Shaftless propulsion, likewise, could become a design/build effort resulting in a new stern and engine room section. By continuing VIRGINIA production, ships of opportunity will provide an integrating platform.

Several studies have recently been conducted on future fleet architectures. All have recognized the enduring value of submarines for future naval operations. Furthermore, under all known force level scenarios, including the most recent Navy 30-Year Interim Report to Congress, procurement of 2 ships per year will be needed to maintain undersea superiority and replace the aging fleet of LOS ANGELES Class (SSN688 Class) attack submarines as they retire over the next several decades. The 30-Year report neglects to indicate a new SSBN/SSGN design will be needed in the next decade. Absent new design work, the submarine design industrial base will not be around to perform this effort.

Electric Boat/Naval Submarine Base Synergies[46]

While there has been a relationship between the operational submarines at the New London Naval Sub Base and the ship designers and builders at Electric Boat Corporation ever since the arrival of the tender *Ozark* and her charges in October 1915, only in the last six years has the interdependence become essential to both facilities.

The Submarine Base and its tenant commands depend on Electric Boat to provide the skilled tradespersons, supervision, and engineering support required to perform most Intermediate-level maintenance on the ships stationed there. Similarly, Electric Boat needs the work on the submarines at the Base to maintain its skilled workforce above the "critical mass" level in the current submarine Low Rate Procurement (LRP) environment.

Carrying the Navy's Regional Maintenance concept one step further, the Electric Boat Company has entered into extremely successful partnerships with the New London Naval Sub Base and Portsmouth Naval Shipyard (PNSY). While some of the relationships and activities are cemented in contractual terms and conditions, it is the genuine spirit of co-operation and joint dedication to Fleet readiness, which is most significant. Several specific initiatives are discussed below.

New England Maintenance Manpower Initiative (NEMMI)[47]
Starting in 1999, NEMMI has resulted in the phased transition of 431 non-submarine qualified military billets at the Naval Submarine Support Facility (NSSF) at the New London Naval Sub Base to 263 civilian Electric Boat Company shipyard employees. This has allowed non-submarine sailors to be reassigned to ships or stations other than at Groton, while the joint civilian / Navy workforce at NSSF still provides quality shore billets for submarine-qualified sailors. The Electric Boat Company is also now providing the equivalent of 4 divers to assist the Navy dive team.

The integrated workforce is responsible to Commanding Officer, NSSF for work completion and certification, but can draw on the resources of Electric Boat for surge capacity or unique skills and capabilities. Currently, the average Electric Boat Company journeymen at NSSF has over 24 years of shipbuilding experience - - a tremendous training environment for the assigned sailors.

Nuclear Regional Maintenance Department (NRMD)[48]
Implemented in March 2001, the Electric Boat Company is managing the New London Naval Sub Base nuclear repair work with a combined Electric Boat Company / military team. The Electric Boat Company provides a core staff of 27 responsible for planning and execution of work under the Electric Boat Company's nuclear license, and coordinates the activities of the 76 assigned military personnel.

The permanently assigned workforce is augmented as needed from the Electric Boat Company Groton shipyard to support major evolutions or periods of high workload. It is not uncommon to have 100 additional Electric Boat Company workers supporting NRMD activities. All assigned military and civilian personnel report to Electric Boat Company supervision.

Thames River Drydocks[47]
Prior to 2001, there were two floating drydocks at the New London Naval Sub Base, which supported short-term and emergent repair periods on the ships assigned to Groton. In addition, Electric Boat had three graving docks, which were needed to support the Cold War submarine production rate of up to three attack and one ballistic missile submarine per year. However, as the Electric Boat Company shifted to low rate production in the mid-90s, these three docks were significantly under-utilized.

In August 2001, the Navy inactivated the floating drydock Oak Ridge (ARDM-1) at the New London Naval Sub Base, avoiding the expense of an upcoming major overhaul of the 1944 vintage drydock. This left insufficient Navy drydock capacity for the volume of work. As a result, in February 2002 the Navy leased the use of one of the Electric Boat Company's drydocks. The dockings at the Electric Boat Company carried out to date under this contract have utilized New London Naval Sub Base, Electric Boat Company, Portsmouth Naval Shipyard, and other contractor personnel all working together to provide the best and quickest maintenance service. Due to the present high volume of maintenance work contracted directly to Electric Boat, this lease is not currently in effect, but can be resumed should the Navy require the asset.

This cooperative arrangement was carried a step further in July 2002, when the Electric Boat Company and the Navy entered into a Government-Owned / Contractor-Operated (GOCO) contract for the Electric Boat Company to maintain and operate Shipping Port (ARDM-4), the remaining Navy floating drydock at the New London Naval Sub Base. Thirty-six core Electric

Boat Company personnel reporting to Electric Boat Company supervision maintain and operate the Shipping Port on a day-to-day basis, while surge personnel from the shipyard support docking evolutions. The utilization rate for Shipping Port has been extremely high, with the 12 dockings to date resulting in a ship in dock over 75 percent of the time in FY03 and FY04, and a projected occupancy rate of over 90 percent in FY05.

Naval Submarine Base New London and Electric Boat Corporation[48]
The net result of these actions - - NEMMI, NRMD, and Drydocks - - is a balanced, flexible asset pool, which provides maximum service to the Fleet at minimum cost, while still supporting the construction of nuclear submarines. The number of sailors required has been dramatically reduced, there is more efficient utilization of facilities, the Navy has quick access to the capability and capacity resident at the Electric Boat Company, and critical skills are being maintained in the Electric Boat Company workforce.

In a recent statement issued by John P. Casey, President of the Electric Boat Company to the Commissioner of DECD, Mr. Casey remarked, "*We have stated publicly on numerous occasions that Electric Boat fully intends to remain in business. We have a significant backlog with the Virginia Class submarine program as well as design and engineering work associated with a variety of Navy programs. We would be a somewhat different business if the Base were to be lost, however, we expect to remain the Navy's preferred provider of nuclear submarine capability.*"[49]

The Navy's submarine base in Groton, Connecticut, and Electric Boat, within short commuting distances of each other, work closely together to maintain the Navy's nuclear submarine force. This partnership is significant and can support not only scheduled routine maintenance and modernization, but also emergent or unscheduled work requiring technical expertise, depot level capabilities and a skilled resource-pool to accommodate surge requirements. The complementary Sub Base/Electric Boat Company relationship affords the Government savings as well as efficiency and skilled resource flexibility, creating a synergy that is critical to the Navy and national defense.

VI. CONTRIBUTION OF THE ELECTRIC BOAT COMPANY TO THE CONNECTICUT AND SOUTHEASTERN CONNECTICUT ECONOMIES

The Electric Boat Company is also a critical part of the Connecticut and Southeastern Connecticut economies.

The Electric Boat Company in total represents approximately 17,458 jobs in Connecticut. "Direct" employment is 8,250. There are 500 more contractors working for the Electric Boat Company that are located onsite at the New London Naval Sub Base, for a total Connecticut job count of 8,750. Including these 500, there are a total of approximately 9,208 "indirect" (spin-off) jobs. However, the Electric Boat Company, in close proximity to the Sub Base and Sub School, is ultimately the source of employment for a total of 1,000 contractors in Connecticut's economy (500 at the base and 500 in "all industries" in work related to the Electric Boat Company and the base).

Moreover, the Electric Boat Company's annual average contribution to GSP is approximately $2.0 billion. GSP is the single most comprehensive statistic, other than the number of direct and indirect jobs. It measures the final product and services produced in the state in any given year. Even beyond these economic facts, the Electric Boat Company has a long and proud history of contribution to Connecticut.

Scenarios 6 and 7 measure the separate impact of Electric Boat alone and the contribution of a portion (in this case 1/2) of the current level of EB activity alone.

Table 3: REMI Model Results Summary for the Electric Boat Company

REMI Model Results Summary Table

Scenario	Gross State Product ($ billions)	Personal Income ($billions)	Direct Employment	Indirect Employment	State Revenues ($ millions)	Local/Regional Revenues ($ millions)
6	$ 1.968	$ 1.253	8,250	9,208	$ 117.6	$ 6.398
7	$ 1.001	$ 0.632	4,125	4,672	$ 59.8	$ 3.505

Table 4: RIMS II Model Results Summary for the Electric Boat Company

RIMS II Model Results Summary Table

Scenario	Gross State Product ($billions)	Personal Income ($billions)	Direct Employment	Indirect Employment
6	$ 1.549	$ 0.775	8,250	7,341
7	$ 0.775	$ 0.388	4,125	3,671

GSP is productivity ($99,379) x Total Employment
Personal Income is 1/2 GSP

VII. THE CONTRIBUTIONS OF THE NEW LONDON NAVAL SUB BASE, SUB SCHOOL AND THE ELECTRIC BOAT COMPANY TO THE ECONOMIES OF CONNECTICUT AND SOUTHEASTERN CONNECTICUT

Scenario 4 -- the single largest impact of all seven simulations -- dramatically demonstrates the enormous impact of the Navy Base and Sub School, combined with the Electric Boat Company. Scenario 5 shows the impact of the Navy Base and School together with a reduced (by ½) level of activity at the Electric Boat Company.

Table 5: REMI Model Results Summary for the New London Naval Sub Base, Sub School and the Electric Boat Company

REMI Model Results Summary Table

Scenario	Gross State Product ($ billions)	Personal Income ($billions)	Direct Employment	Indirect Employment	State Revenues ($ millions)	Local/Regional Revenues ($ millions)
4	$ 3.253	$ 1.982	18,617	12,881	$ 162.2	$ 5.764
5	$ 2.299	$ 1.301	14,492	8,407	$ 104.9	$ 2.922

Table 6: RIMS II Model Results Summary for the New London Naval Sub Base, Sub School and the Electric Boat Company

RIMS II Model Results Summary Table

Scenario	Gross State Product ($billions)	Personal Income ($billions)	Direct Employment	Indirect Employment
4	$ 3.368	$ 1.684	18,617	15,275
5	$ 2.622	$ 1.311	14,492	11,890

GSP is productivity ($99,379) x Total Employment
Personal Income is 1/2 GSP

In summary, the data indicates that the joint contribution to the state's economy of the Sub Base, Sub School, and the Electric Boat Company is approximately $3.3 billion in GSP and approximately 31,500 direct and indirect jobs.

VIII. BASE REALIGNMENT AND CLOSURE

In November of 2002, Secretary of Defense, Donald Rumsfeld stated, "Congress authorized a base realignment and closure [BRAC] round in 2005. At a minimum, BRAC 2005 must eliminate excess physical capacity; the operation, sustainment, and recapitalization of which diverts scarce resources from defense capability. However, BRAC 2005 can make an even more profound contribution to transforming the Department by rationalizing our infrastructure with defense strategy. BRAC 2005 should be the means by which we reconfigure our current infrastructure into one in which operational capacity maximizes both warfighting capability and efficiency."[50]

The DOD is in the process of selecting military installations within the United States for either closure or realignment. The process begins with the preparation of a list of installations to be closed or realigned by the DOD. The DOD must follow a proscribed set of criteria when deciding what installations to close or realign (see below).

Once the list has been prepared, the Secretary of Defense must submit it to the congressional defense committees and the BRAC Commission. This is scheduled to occur on or about May 13, 2005. The General Accounting Office must then prepare and submit a report to defense committees on its analysis of the DOD BRAC process and recommendations. This is scheduled to occur by July 1, 2005. The BRAC Commission then will prepare and submit its recommendations to the President. This is scheduled to occur by September 8, 2005. The President must either approve or disapprove the Commission's recommendations in their entirety. If approved, the recommendations are sent to Congress, which has 45 days or until the adjournment of Congress to disapprove the recommendations on an all-or-none basis; otherwise, they become binding. The President is scheduled to either approve or disapprove the list by September 23, 2005. If the President disapproves the list, the Commission has until October 20, 2005 to consider the President's objections and to send a revised report back to the President. If the President had rejected original recommendations, he must forward the revised Commission recommendations to the Congress by November 7, 2005.

Closure and Realignment Criteria
In selecting military installations for closure or realignment, the DOD, giving priority consideration to military value (the first four criteria below), will consider: [51]

Military Value

1. The current and future mission capabilities and impact on operations readiness of the total force of the DOD, including the impact on joint warfighting, training and readiness.

2. The availability and condition of land, facilities, and associated airspace (including training areas suitable for maneuver by ground, naval, or air forces throughout a diversity of climate and terrain areas for the use of the Armed Forces in homeland defense missions) at both existing and potential receiving locations.

3. The ability to accommodate contingency, mobilization, surge and future total force requirements at both existing and potential receiving locations to support operations and training.

4. The cost of operations and the manpower implications.

Other Considerations

5. The extent and timing of potential costs and savings, including the number of years, beginning with the date of completion of the closure or realignment, for the savings to exceed costs.

6. The economic impact on existing communities in the vicinity of military installations.

7. The ability of the infrastructure of both the existing and potential receiving communities to support forces, missions and personnel.

8. The environmental impact, including the impact of costs related to potential environmental restoration, waste management and environmental compliance activities.

The DOD will use the aforementioned selection criteria along with their force-structure plan and infrastructure inventory to make recommendations for the closure or realignment of military installations inside the United States. The 2005 BRAC Commission will also use these criteria for their review of the DOD's final recommendations.

BRAC and the New London Naval Sub Base

The New London Naval Sub Base is subject to the BRAC process, as are all domestic military installations. Connecticut has cause to be concerned as the New London Sub base was considered for closing in previous BRAC rounds and competition for location or realignment of base operations is likely from a number of sites. In particular, Norfolk, Virginia is the home of the Norfolk Naval Station and other Navy facilities and commands. Together they are, by far, the largest naval presence on the east coast. The Atlantic Fleet is based there, as is the Commander Naval Submarine Forces. Two submarine squadrons, attached to New London base Sub Group 2, are based in Norfolk.

In 1988 a nonpartisan commission proposed to close 86 military installations entirely, partially close five others, and realign 54 more. In 1989, Congress adopted these recommendations. In 1991, to increase public comment on the 1988 round of closings, Congress approved the National Defense Authorization Act of 1991 (P.L. 101-501), creating an independent Commission on Base Realignments and Closures (BRAC) and calling for three more rounds of closures in 1991, 1993, and 1995. As the New London Sub Base was among the bases slated for closure, a Sub Base Realignment Coalition was established to prevent the closure. The then Department of Economic Development (DED), working in partnership with the Coalition, initiated a series of actions in order to assess the potential for economic disruption in the communities of New London County.

The President rejected the proposed base closure in 1993. However, in 1995, the Navy successfully recommended to close the Naval Undersea Warfare Center, New London Laboratory and transfer the Nuclear Training School from Groton to South Carolina.

Contribution Implications in Light of the Current Round of Base Realignments and Closures.

The DOD is currently in the process of preparing its recommendations for the closure and realignment of existing U.S. military installations. These recommendations will be forwarded to the Base Realignment and Closure Commission (Commission) on or about May 16, 2005. Based on the DOD report the Commission will prepare its own recommendations. The

Commission will then forward their recommendations to the President. If approved by the President the recommendations will be forwarded to Congress where a joint resolution would be required to vote down the entire list, otherwise is automatically approved.

The state has reason for concern, as the New London Naval Sub Base appeared on the base closure list in previous BRAC rounds.

In light of the possibility of a closure of the New London Naval Sub Base, it is important to examine the economic consequences associated with a closure of the facility. The close physical proximity of the sub base and the Electric Boat Company provide enormous benefits to both entities in the development, construction and maintenance of submarines.

As such, the closure of the New London Sub Base would have the effect of eliminating from the local and state economies one of the largest employers in the county and the state and reduce the workload of the Electric Boat Company.

The effect of the closure of the New London Naval Sub Base would be an annual loss to the Connecticut and Southeastern Connecticut economies of approximately $1.3 billion in GSP and approximately 14,040 direct and indirect jobs. A loss of this magnitude would be disastrous for Southeastern Connecticut and certainly a heavy blow to Connecticut's overall economy.

IX. STUDY METHODOLOGY

Any economic impact analysis must quantify the overall effects (for example, changes in output, employment, income, tax revenue) resulting from a policy or economic shock.

In this case, the methodology should take into account not only the impact of the personnel at the Navy Sub Base in Groton but also the jobs at the neighboring shipbuilding plant at the Electric Boat Company. If the Navy Base were to close, it would have severe implications for the company. The following scenarios were modeled:

1. The contributions of the New London Naval Sub Base and Naval Sub School.
    - Reduce military employment by 7,800[52]
    - Reduce civilian employment by 1,400[53]
    - Reduce contractors by 1,000[54] (500 at the base[Ψ, 55], 500 in all industries[*, 56])
    - Reduce Reserve Center Employment by 167[Ω, 57]
    - $50.3 million loss of local construction industry sales in 2005[58]

2. The contributions of the New London Naval Sub Base.
    - Reduce military employment by 5,427
    - Reduce civilian employment by 700
    - Reduce contractors by 500 at the base
    - $50.3 million loss of local construction industry sales in 2005

3. The contribution of the Naval Sub School.
    - Reduce military employment by 2,373
    - Reduce civilian employment 700
    - Reduce contractors by 500 in all industries

4. The contribution of the New London Naval Sub Base, Naval Sub School, and the Electric Boat Company.
    - Reduce military employment by 7,800
    - Reduce civilian employment by 1,400
    - Reduce contractors by 1,000 (500 at the base[Ψ], 500 in all industries*)
    - Reduce Reserve Center military employment by 167 [Ω]
    - $50.3 million loss of local construction industry sales in 2005
    - Reduce firm employment in Rest of Transportation Equipment by 8,250[59]

5. The contribution of the New London Naval Sub Base, Naval Sub School, and the Electric Boat Company (with reduced activity).
    - Reduce military employment by 7800
    - Reduce civilian employment by 1,400
    - Reduce contractors by 1,000 (500 at the base[Ψ], 500 in all industries*)
    - Reduce Reserve Center military employment by 167[Ω]
    - $50.3 million loss of local construction industry sales in 2005
    - Reduce firm employment in Rest of Transportation Equipment by 4,125

6. The contribution of the Electric Boat Company.
    - Reduce firm employment in Rest of Transportation Equipment by 8,250

7. The contribution of the Electric Boat Company (with reduced activity).
    - Reduce firm employment in Rest of Transportation Equipment by [1/2] 4,125

**Allocated according to the each industry's share of input required to produce $1 of federal military purchases.*

[Ψ] Modeled as "rest of transportation equipment" employment (includes submarines).

[Ω]650 drilling reservists were converted to 167 full time equivalents for modeling purposes.

For each of these scenarios, two different economic models are employed for this methodology. The two models are described next to show their different approaches to the measurement of economic impacts. Each has its strengths and weaknesses. Both methods will be employed for the purposes of comparing the size and direction of the expected change in direct and ripple effects on jobs, gross regional product, and income.

Regional Economic Models, Inc.'s (REMI's) Policy Insight ™ model is a widely known and internationally applied econometric model. REMI has an underlying baseline or control forecast against which a simulation forecast is run and the differences show the magnitude of the resulting impact. In the model businesses produce goods and services to sell to other firms, consumers, investors, and government using such intermediate goods as labor, capital, and fuel. Population determines the labor supply. Together the demand and supply of labor determine wages. People will move into an area in part if wages go up. Businesses will also substitute capital for labor if wages are higher. Changes in wages in turn impact incomes and that influences consumer spending. The model takes into account these kinds of interactions in the behavior of households and firms. REMI is a dynamic model allowing inputs over a single year or multiple year periods and forecasting results for each year up until 2035 if desired.

Certain key results of the model allow the user to quantify the impact of many differing economic changes that the user may want to introduce, such as the entry or departure of a firm, or in this particular case, the loss of a sub base and accompanying major sub-supplier/employer. The methodology simulates the interaction of many variables simultaneously.

An alternative methodology is the U.S. Bureau of Economic Analysis (BEA) RIMS II model that relies on published "multipliers" (for employment, output, and earnings). BEA's methodology can be used to verify the validity of other methodological approaches, but it is much less sophisticated in that it simply considers the *direct* effect to be the initial injection (or shock to the economy), and the combined *indirect* and *induced* effects to be this value times the multiplier minus one.

Direct impacts are defined as anything that is an immediate consequence of sub-base economic activity. This may include the activities of the Navy, federal civilian employees, payroll to Navy officers and others with a direct involvement in sub base operations. These entities may be located either on- or off-site. Employing labor in daily base operations and federal government capital investments in sub base construction are examples of sub base activities that generate direct impacts.

Indirect impacts are derived from economic activities of primarily off-site enterprises that serve the sub base, e.g. non-defense service providers such as fuel, fabricated metal, food and beverages, other raw materials that support sub base activity. Indirect effects result from

sub base operations and otherwise might not occur at the location under analysis, but are auxiliary to the main operations.

Induced impacts measure the effects of successive rounds of spending from the direct and indirect impacts. An example of an induced impact is a local merchant going out to the movies or to dinner because of income earned from Navy personnel spending in his or her business. Dependents of military personnel can be an important determinant of this impact as their expenditures can be significant to the local economy. These rounds of expenditures induce more local jobs and income in the general economy of the surrounding local area to the extent that such goods and services are locally produced. Only the purchases of locally produced goods and services are relevant to this analysis. For example, a household hiring a local carpenter to construct a garage is local spending. The purchase of a bicycle made in another state or foreign country is not local but rather an import from outside the region.

Finally, DECD was not concerned with separating the induced from the indirect impacts in this study. All of the effect above the multiplier minus one represents the *combined* indirect and *induced* effects.

Consistent with past studies, this study estimates four measures of economic impact:

- **Value added**: new output created within the region resulting when input supplies and materials are processed by labor to produce a product or service. The model result's "gross regional product" represents this concept.
- **Payroll**: a component of value added, representing the payment for the labor involved in creating new output.
- **Employment**: the number of jobs required to create new output.
- **Net New State and Local Tax Revenue**: New revenues minus new expenditures.

Measurement Tools Used in This Study

As indicated earlier, to generate the aforementioned measurements DECD employed two different types of models, REMI's Policy Insight and BEA's RIMS II. By using two different approaches DECD can pool the collective strengths of both while compensating for their individual weaknesses. Briefly, REMI provides a more robust and comprehensive picture of the New London Naval Sub Base and the Electric Boat Company's relationship to the economy, while RIMS II is a more common approach that may allow for comparison to similar studies done for military bases that used RIMS II multipliers and inter-industry relationships.

RIMS II

The U.S. Bureau of Economic Analysis (BEA) Regional Input-Output Modeling System (RIMS) is a frequently used method of estimating economic impacts. The system was developed in the 1970's to answer the call for greater quantification of social benefits in economic terms. For example, the precise dollar value of clean air, good health, highway safety, and recreation associated with reservoir construction, etc. was rarely quantified. Benefit/cost analysis was developed in part to answer that need. RIMS II is the updated version of this kind of quantification but of direct and indirect economic effects. The approach focuses on inter-industry relationships and regional multipliers using data specific to Connecticut's economy.

Application of RIMS II – The Multiplier Approach

The RIMS II multiplier approach to economic impact analysis is fairly straightforward. Depending on the nature of the primary input data available, one can use multipliers in any one of three categories: earnings, output, or employment. Therefore, if the user knows what the payroll for a given project will be, but not the related investment, the earnings multiplier can be used to measure total economic impact. Alternatively, if only the sales are known, an output multiplier can be used to estimate total impact. Finally, if only employment is known, total employment impact can be measured using the employment multiplier. The user should be cautioned however, that total economic impact *is not* the sum of all three. Each is a different and alternative concept of impact and stands on its own. The availability of three multipliers allows the project impact to be viewed from three different perspectives.

Thus we have the following possible relationships:

(Direct Change in Employment) x Employment Multiplier = Total Employment Impact

OR

(Direct Change in Earnings) x Earnings Multiplier = Total Earnings Impact

OR

(Direct Change in Output) x Output Multiplier = Total Output Impact

The BEA's multipliers are based on the principle that every industry sector of the economy uses inputs from and sells output to all other industry sectors to varying degrees. Thus the input-output relationship (a national table) plays a key role in the value of the individual industry multipliers, and it can be important to know exactly what industries are involved in any given project.

Likewise, the combined indirect and induced effects are the product of the direct change times the fraction that the multiplier is above (or below) 1.00. For example, an output multiplier of 1.7 means that the indirect effects are:

(Direct Change in Output) x (.7) = (Combined Indirect and Induced Effect)

In this example, a direct change in output (say from a $1.0 million injection of federal defense dollars) has a total output effect on the economy of $1.7 million, or $1.0 million directly and $0.7 as a result of indirect and induced spending.

One limitation of the RIMS II multiplier approach is that the result is for a single point in time (i.e. a snapshot), not over a period of time. The issue for the analysis of the Sub Base and Electric Boat is that policy decisions made today have future consequences. It is often preferred to look at the effects of an economic change over a ten or twenty year horizon as some variables are affected differently over time.

REMI

A dynamic tool for assessing economic impacts is Regional Economic Models, Inc. (REMI) Policy Insight™ model. REMI has provided modeling tools to government organizations (of all levels) and private consultants for over 20 years. Its economic model, Policy Insight, has

at its core an input-output component in order to capture the supply relationships between firms. Built onto this are simultaneously estimated systems of econometric equations for five major inter-linked "blocks," namely Demographic, Labor and Capital Demand, Market Shares, Wages-Prices-Production Costs, and Output. Incorporating the latest in economic theory, allowing the user to enter data in multiple years, and forecasting for multiple years the future value of dozens of economic and demographic variables, the REMI model provides a rich array of results. A forecast horizon that may reach from the present to 2035 can be selected depending on the user's preference.

In sum, there are many other reasons why the REMI model is a suitable and preferred tool of analysis, such as the users ability to use multiple inputs, multiple forecast variables as well as the models sophisticated variable interactions, its dynamic (rather than static or "snapshot") feature, its basis in economic theory, and the model's incorporation of a sufficient number of the variables that are likely to change in a counter factual simulation used to estimate the contribution of a sub base to its host community and state economy. The REMI Policy Insight™ model has been tested and proven successful in a numerous range of applications.

Application of REMI to Military Base Installations

The REMI model is highly sophisticated and extremely adaptable, yet its complexity may pose some initial user questions because of the thousands of policy variables from which the user is able choose. The user must make some key decisions even before running any simulations. Among these would be: What are the most important input variables, and why? Is such data available? What are the likely sources? How will the input data enter the model (e.g. as changes in employment or as changes in investment) and for what period of time?

A strong precedent established by other studies and all previous studies of the New London Naval Sub Base without exception is the choice of employment as the "key driver variable." Based on findings in other military studies that employment makes the largest contribution to changes in the economy as well as frequent REMI recommendations, this application will use Navy and civilian employment as key inputs. Military employees also have dependents that may be part of the labor force by holding jobs in the local goods producing or services producing sectors. Their presence in the labor market and their local purchases are potentially significant contributors to the regional economic impact. This makes a strong case for the use of two primary driver input variables here: federal civilian government employment and federal military government employment.

Another user might have reasoned that "investment" (federal capital spending) at the sub base is an appropriate input variable and let employment adjust itself endogenously in the model since the REMI model "automatically" accounts for changes in employment associated with changes in investment. The REMI model has the powerful capability of forecasting both the interaction and the long-term consequences of major employment changes as a result of other industries' capital spending. The model does not automatically estimate employment associated with government spending, however, because government spending is instead a function of population. However, government spending can still be taken into account in the model as "sales" in the industries in which the spending occurs, provided expenditures by major industry category can be made available for this study.

Composition and Availability of Data

All scenarios:

Federal Civilian Government Employment (number) -- Federal government employment in a local area is a fixed proportion of government employment in the nation. The Civilian Employment (number) policy variable changes the level of local employment in the federal civilian sector by the amount entered. Civilian and Military employment are distinct variables and so must be entered separately. Data on each is required separately. This policy variable is located under Labor and Capital Demand Block, Employment in the policy variable hierarchy.

Federal Military Government Employment (number) – Federal government employment in a local area is a fixed proportion of government employment in the nation. The Military Employment (number) policy variable changes the level of local employment in the federal military sector by the amount entered. Civilian and Military employment are distinct variables and so must be entered separately. This policy variable is located under Labor and Capital Demand Block, Employment in the policy variable hierarchy.

Government Spending (amount) – This captures state and local expenditures that result in direct payments for goods and services. In the absence of any better data it may be possible to use Navy defense expenditures in Connecticut as a proxy for private investment spending.

Industry Sales (amount) – Subcategories of total federal outlays related to the New London Naval Sub Base operations spending and capital spending by major industry (e.g. utilities, construction, food, fuel, machinery, transportation services, maintenance and repair, capital projects, etc.) for a typical year. [In the RIMS II modeling, this will be the basis of the Total Output Impact. If individual industry data are unavailable, U.S. spending for the Navy from the DOD Directorate for Information on contract awards will be used as a proxy.]

Electric Boat Company scenarios:

Transportation Industry (SIC 37) Employment (number) – This input variable will be used in the scenario with the loss of Electric Boat in addition to the closing of the New London Naval Sub Base (i.e. a "worst case" scenario) It will be a count of the job loss at EB. [In the RIMS II modeling, this will be the basis of the Total Employment Impact.]

Data Sources

Quantification of economic impacts requires input data from a number of sources:

- *U.S. Department of Defense (DOD)*

  Federal civilian and federal military government spending by major industry category are needed. Operational spending and capital spending data for a typical year will be requested and allocated to the model's Government Spending and Industry Sales policy variables by category as available.

- *New England Economic Partnership (NEEP)*

NEEP is a consortium of academic, private sector, government, and banking institutions in the six New England states that for the last 30 years has produced (with the assistance of a national forecasting consultant) six proprietary semi annual state and a regional New England-wide forecasts. NEEP confirms the following: 8,200 Navy personnel, 1,400 civilian workers and 1,000 contractors employed by the Groton facility.

- *Bureau of Economic Analysis (BEA)*

  BEA provides the RIMS II multipliers being used for estimating economic impacts as an alternative check on the REMI forecast.

- *Bureau of Labor Statistics (BLS)*

  The BLS is the source of many of the REMI model's control forecast variables.

- *Census*

  Census is the primary demographic data source in the REMI model's control forecast.

- *The Electric Boat Company*

  The company's Connecticut employment is 8,750, 500 of witch are located on-site at the New London Naval Sub Base.

- *Sub Base Realignment Coalition*

  A regional group of political, economic, development, state and local officials whose mission is to build the best possible case for retention of the Sub Base as an integral and significant contributor to the economy. They provided preliminary and supplemental data as it became available to them.

Interpreting Results

Using the REMI model produces results data about the effect of the Sub Base and the Electric Boat Company on the Connecticut and southeastern Connecticut economies. The economic concepts below are among the major results presented in this study and represent the major variables used to assess the overall economic contribution made by the Sub Base and the Electric Boat Company.

Employment – Employment represents one of the most tangible aspects of the military installation to the area, namely full-time jobs for a given year. Employment is one measure of the benefit of the base and can be used to compare this facility to other military base facilities.

Aggregate Personal Income – The total of all income to labor, owners of capital (proprietors' income), and entrepreneurs for their contribution to the production of output. It is a typical measure of the standard of living to the region's population. Higher aggregate personal

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Gina McCarthy
Commissioner

August 10, 2005

Chairman Anthony J. Principi
2005 Base Realignment and Closure Commission
2521 S. Clark Street, Suite 600
Arlington, VA 22202
Washington, DC

Dear Chairman Principi:

As a follow up to the meeting Team Connecticut had with BRAC Staff on August 2, 2005, and at the request of Governor M. Jodi Rell, I am writing to you today to share critical information regarding radiological assessment and contamination at Naval Submarine Base New London.

First and foremost, the Connecticut Department of Environmental Protection (CTDEP) wants to make it clear that it agrees that the Naval Nuclear Propulsion Program (NNPR) has maintained very strict controls over radioactive materials under its management since its formation. Given the strict controls in place at the NNPP, the information CTDEP submitted to BRAC did not estimate any significant increase in the clean up costs associated with NNPP activities.

Recent research conducted by the CTDEP Division of Radiation over the past few months has however, raised serious concerns that have not been resolved about potential contamination that may have occurred as a result of radioactive material usage in other programs at the New London base. For example:

- In the 1940's, the Sub Base conducted radium dial painting activities at multiple locations with three employees, at least one of which was a full time position. This activity maintained at least 25 grams of radium dial paint in its inventory.
- In 1945, radium contamination was identified in the normal waste stream.
- In 1951, Navy personnel at the Sub Base were experiencing difficulty with the proper use of a 250-milligram capsule of radium for hull radiography. It was identified that the individual responsible for this work and the associated problem with the radioactive source "had been at sea for 17 years and upon returning to the base was given this assignment which was completely foreign to any training he had previously received."
- In 1961, an Atomic Energy Commission Inspection Report found two violations, one of which was "No records were maintained of surveys conducted to determine compliance with the requirements of 10 CFR 20 in violation of Section 20.401(b), Records of surveys, radiation monitoring, and disposal."

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This documentation clearly suggests that unlike the NNPR, there has been a serious lack of controls relative to the usage of radioactive materials commonly known as "G-RAM" in other programs. Given the Navy's failure to provide vital historical information on the uses and disposition of radioactive materials beyond those associated with the Naval Nuclear Propulsion Program, it seems only reasonably to conclude that a complete assessment in accordance with the process known as Multi-Agency Radiological Survey and Site Investigation Manual (MARSSIM) is necessary before any reasonable estimate can be made of the radiological contamination on the site and the associated clean up costs.

Yours truly,

Gina McCarthy
Commissioner

CC: Gov. M. Jodi Rell
Hal Tickle
Jim Hanna
Gary Miller

HOMELAND SECURITY COMMITTEE
SUBCOMMITTEE ON INTELLIGENCE, INFORMATION SHARING AND TERRORISM RISK ASSESSMENT
CHAIRMAN
SUBCOMMITTEE ON PREVENTION OF NUCLEAR AND BIOLOGICAL ATTACK
SUBCOMMITTEE ON EMERGENCY PREPAREDNESS, SCIENCE AND TECHNOLOGY

DCN 1624

ARMED SERVICES COMMITTEE
SUBCOMMITTEE ON PROJECTION FORCES
VICE CHAIR
SUBCOMMITTEE ON READINESS

TRANSPORTATION AND INFRASTRUCTURE COMMITTEE
SUBCOMMITTEE ON RAILROADS
SUBCOMMITTEE ON HIGHWAYS AND TRANSIT
SUBCOMMITTEE ON COAST GUARD AND MARITIME TRANSPORTATION

August 9, 2005

CONGRESSMAN ROB SIMMONS
HOUSE OF REPRESENTATIVES
SECOND DISTRICT, CONNECTICUT

The Honorable Anthony Principi
BRAC Commission
Polk Building, Suites 600 and 625
2521 South Clark Street
Arlington, VA 22202

COPY

Dear Chairman Principi:

I wish to draw your attention to more evidence of substantial deviation in the BRAC recommendation to close Naval Submarine Base New London. Attached please find correspondence to me from the Dept. of the Navy (DON) confirming it erroneously gave SUBASE New London credit for two graving docks – instead of the three it actually has.

For your information, in July 2004, SUBASE New London certified its three graving docks. In Nov. 2004, the DON BRAC Information Transfer System changed the answer to two because "only two were certified at the time the data call was issued."

In reality, a structural failure had occurred in the third graving dock in May 2004. According to the Electric Boat Corp., the third graving dock is scheduled to be repaired and fully operational by Feb. 2006 – long before any BRAC recommendations would take effect. Naval Sea Systems Command is scheduled to recertify the third dock in March 2006.

Overlooking the third graving dock represents a substantial deviation from the BRAC process in part because it contributed to an artificially low military value score for SUBASE New London. But more important, the error unfairly influenced a Department of Defense recommendation to forego an alternate scenario that could have produced substantial savings.

For instance, the Navy discounted DON Scenario 0004 – attack submarines from Naval Station Norfolk to SUBASE New London – because it wrongly assumed the move would require the Navy to buy a $93 million floating dry dock. Scenario 0004 yields $237 million in savings over 20 years.

Even more disturbing is the fact that in no other recorded instances did the Navy discount or ignore graving docks, piers or other naval facilities currently under repair or renovation. It seems that SUBASE New London is the only facility to have been negatively affected by this data call change.

I ask that you give this issue your utmost consideration.

All the best,

Rob Simmons
Member of Congress
Second District, Connecticut

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DEPARTMENT OF THE NAVY
OFFICE OF THE SECRETARY
1000 NAVY PENTAGON
WASHINGTON DC 20350-1000

27 July 2005

The Honorable Robert R. Simmons
United States House of Representatives
Washington, DC 20515

Dear Congressman Simmons:

This is in response to the July 24, 2005 inquiry made by Mr. Justin Bernier of your staff to CDR Mark Hochberg, U.S. Navy, of Navy Office of Legislative Affairs concerning changes to certified BRAC data related to the number of graving docks at Naval Submarine Base, New London, Connecticut.

Question: On Page 3, Line 6 of attached PDF: Theresa Delgado, IAT certified 2 vice 3 graving docks in New London in late November 22, 2004. SUBASE certified 3 drydocks on July 9, 2004. Who is Ms. Delgado, and how can she be contacted?

The above-referenced PDF file contains the DONBITS change record document for SUBASE NEW LONDON CT's certified response to Data Call 2: Department of Navy MILVAL named "Changes_SUBASE_NEW_LONDON_CT_2005_06_29-DC2-DON.pdf".

SUBASE NEW LONDON's original certified response to question DoD 1006,"How many NAVSEA certified graving drydocks are in your natural harbor complex?", was three. SUBASE NEW LONDON's responses were subsequently reviewed by the Naval Audit Service. The Naval Audit Service reported a discrepancy in the response to DoD 1006 as follows:

> *DoD Question No. 1006, the supporting documentation does not accurately support the data call response of three certified graving drydocks. Our review of the support documentation shows that the activity only has two certified graving drydocks. SUBASELON personnel reported three because they have a total of three graving drydocks, however, only two were certified at the time the data call was issued. The remaining graving drydock needs repairs before it can be certified. Based on our review, the correct data call response should be two certified graving drydocks.*

Upon receipt of the Naval Audit Service report, the Infrastructure Analysis Team (IAT) issued Discrepancy Data Call #1029 to SUBASE NEW LONDON CT. Data Call question DoD 1006 was included in this Discrepancy Data Call and, on November 15, 2004, SUBASE NEW LONDON CT provided a revised certified response that indicated two graving docks. The revised data was entered into the DONBITS system by Ms. Theresa Delgado, in her capacity as a SUBASE NEW LONDON CT DONBITS

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Administrator. She is not a member of the IAT staff. Commander Stephen Skaw of SUBASE NEW LONDON CT certified the revised data on behalf of the activity. The data changes were subsequently certified by the entire chain of command.

I trust this information is responsive to your requirements. If we can be of further assistance, or if you would like to meet with me staff to discuss this matter further, please contact me at (703) 602-6500.

Sincerely,

for Anne Rathmell Davis
Special Assistant to the Secretary of the Navy
for Base Realignment and Closure

DCN: 11624

STATE OF CONNECTICUT

M. JODI RELL, GOVERNOR
CHRISTOPHER J. DODD, SENATOR
JOSEPH I. LIEBERMAN, SENATOR
NANCY L. JOHNSON, MEMBER OF CONGRESS
CHRISTOPHER SHAYS, MEMBER OF CONGRESS
ROSA DELAURO, MEMBER OF CONGRESS
JOHN B. LARSON, MEMBER OF CONGRESS
ROB SIMMONS, MEMBER OF CONGRESS

UNITED STATES CONGRESS

August 10, 2005

Admiral Michael Mullen
Chief of Naval Operations
United States Navy
2000 Navy Pentagon
Washington, DC 20350-2000

Dear Admiral Mullen:

We have recently acquired information that seems to call into question data used by the Navy to support its BRAC proposals and, in particular, contradicts the Navy's analysis recommending the transfer of Submarine School (SUBSCOL) from Submarine Base New London to Kings Bay. In fact, it is our understanding that the Pentagon issued its BRAC recommendations three weeks **before** it even considered the analysis of the Navy's senior official charged with overseeing U.S. submarine training.

Moreover, in correspondence to the Commanding Officer of Submarine Base Kings Bay, we believe that this official outlined several reasons why the Defense Department's military construction proposal falls far short of the U.S. Submarine School's needs. According to his analysis, the Navy's Kings Bay proposal would not provide adequate capacity for classroom space or supporting facilities such as a galley, correctional brig or gymnasium to meet the needs of the sizable student population of SUBSCOL. Such revelations would suggest that the Navy dramatically underestimated the cost of re-constituting Submarine Base New London's largest tenant at a different location.

Clearly, the timing and content of these findings are startling. We are certain that you would agree that the Navy's failure to consider such fundamental needs of our sailors would constitute a significant deviation from the BRAC criteria. We request that you immediately provide us and the Base Realignment and Closure Commission with the memo related to the June 1, 2005 visit to Kings Bay by Commander, U.S. Submarine Learning Center. We further ask that you supply information to us on any and all subsequent action made to correct this apparent oversight.

Thank you for your cooperation.

Sincerely,

M. Jodi Rell
Governor

Christopher J. Dodd
Senator

Joseph I. Lieberman
Senator

Rob Simmons
Member of Congress

DCN: 11624

STATE OF CONNECTICUT

M. JODI RELL, GOVERNOR
CHRISTOPHER J. DODD, SENATOR
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ROB SIMMONS, MEMBER OF CONGRESS

UNITED STATES CONGRESS

August 10, 2005

Honorable Anthony J. Principi
Chairman
Base Realignment and Closure Commission
2521 South Clark Street
Arlington,VA 22202

Dear Mr. Chairman:

We are writing to share with you the attached letter to the Chief of Naval Operations, Admiral Michael Mullen, requesting information about a memorandum written by the Commander of the Submarine Learning Center.

We believe that this document calls into question data used by the Navy to support its BRAC proposals and, in particular, contradicts the Navy's analysis recommending the transfer of Submarine School (SUBSCOL) from Submarine Base New London to Kings Bay. As we outlined in the letter, it is our understanding that the Pentagon issued its BRAC recommendations three weeks **before** it even considered the analysis of the Navy's senior official charged with overseeing U.S. submarine training.

Moreover, in correspondence to the Commanding Officer of Submarine Base Kings Bay, we believe that this official outlined several reasons why the Defense Department's military construction proposal falls far short of the U.S. Submarine School's needs. According to his analysis, the Navy's Kings Bay proposal would not provide adequate capacity for classroom space or supporting facilities such as a galley, correctional brig or gymnasium to meet the needs of the sizable student population of SUBSCOL. Such revelations would suggest that the Navy dramatically underestimated the cost of re-constituting Submarine Base New London's largest tenant at a different location.

Clearly, the timing and content of these findings are startling. We are certain that you would agree that the Navy's failure to consider such fundamental needs of our sailors would constitute a significant deviation from the BRAC criteria. We will provide you with any and all information on this important issue as soon as we acquire it.

Thank you for your cooperation.

Sincerely,

M. Jodi Rell
Governor

Christopher J. Dodd
Senator

Joseph I. Lieberman
Senator

Rob Simmons
Member of Congress

SPEAKER'S PRESCRIPTION DRUG ACTION TEAM
LONG ISLAND SOUND CAUCUS
NATIONAL GUARD AND RESERVE COMPONENTS CAUCUS
CONGRESSIONAL SPORTSMEN'S CAUCUS
CONGRESSIONAL TRAVEL AND TOURISM CAUCUS
PORT SECURITY CAUCUS
CONGRESSIONAL CAUCUS FOR WOMEN'S ISSUES

DCN: 11624

CONGRESSMAN ROB SIMMONS
HOUSE OF REPRESENTATIVES
SECOND DISTRICT, CONNECTICUT

ARMED SERVICES COMMITTEE
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SUBCOMMITTEE ON COAST GUARD AND MARITIME TRANSPORTATION

VETERANS' AFFAIRS COMMITTEE
SUBCOMMITTEE ON HEALTH
CHAIRMAN

August 3, 2005

The Honorable Anthony Principi, Chairman
Base Realignment and Closure Commission
Polk Building, Suites 600 and 625
2521 South Clark Street
Arlington, VA 22202

Dear Chairman Principi: Tom:

Thank you for taking my call last Friday.

Thank you also for the long hours that you and your staff have put in to this difficult task these past few months. You have served the Nation well in the past and you continue to do so.

A question has been raised regarding my letter to you of July 19, 2005, in which I state that "the scenario to close SUBASE New London was the only closure recommendation opposed by Commander, Fleet Forces Command (CFFC) that was ultimately recommended by the Department of Defense."

Recent letters from Admirals Fallon and Nathman appear to contradict this statement. The written record does not bear this out, however.

Let me be very clear that I do not question the integrity of the above-named officers. I am sure they both are fine officers who have served the Nation well. That is not in question.

The problem lies, however, with the unfolding chronology of the BRAC process.

Page 15 of the "Report of DAG Deliberations on 10 January 2005" states that "...CFFC has concerns with both scenarios because of possible adverse impact on strategic flexibility resulting from the loss of an East Coast submarine base."

Page 9 of the "Report of IEG Deliberations on 13 January 2005" states that "CFFC does not concur with either scenario because they alter the current SSN basing configuration."

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Pages 31 and 32 of the "DON Analysis Group Draft Deliberative Documents on 13 January 2005" both state that "CFFC does not concur with altering current submarine base configuration."

It is clear to me that CFFC opposed the closure of SUBASE New London. It is also apparent that when this decision was ultimately approved by the Department of Defense, everyone in the chain of command fell into line. After more 37 years of military service in the U.S. Army, Active and Reserve, I would expect nothing less. It is no surprise that Active Component Navy officers currently serving in the chain of command would accept and defend the final decision of the Department of Defense, even after advocating a different position earlier in the process or during the process.

The bottom line is that when the process was open to deliberation, CFFC was clearly on the record opposing any scenario to close SUBASE New London. When the deliberative process closed, everyone closed ranks.

Enclosed for your information and review is my original letter as well as a fact sheet and supporting documentation that should put to rest any doubts about the official record. As you know, BRAC rounds are highly documented to ensure that institutional concerns are an integral part of the overall decision-making process. Please let me know if I am not correctly reading or interpreting these documents.

Should you have any questions on the matter of CFFC's opposition to the closure of SUBASE New London during the 2005 BRAC round deliberations, please do not hesitate to contact me, or have your staff contact my military legislative assistant, Justin Bernier at (202) 225-2076.

All the best,

Rob Simmons
Member of Congress
Second District, Connecticut

Enclosures: a/s

DCN: 11624

Response to ADM Fallon and ADM Nathman Letters
August 2, 2005

Background:

- In a July 19 letter to BRAC Chairman Principi, Rep. Rob Simmons reported that:
  - "The scenario to close SUBASE New London was the only closure recommendation opposed by Commander, Fleet Forces Command (CFFC) that was ultimately recommended by the Department of Defense."
  - "In 2005, two consecutive CFFCs – Admiral Fallon and ADM Nathman – opposed any Navy scenarios to close SUBASE New London ***during deliberations*** (emphasis added)."
- ADM William Fallon (currently Commander, PACOM) and ADM Nathman (currently CFFC) recently wrote letters to Chairman Principi rejecting assertions that they had opposed the recommendation to close SUBASE New London during the Navy deliberative process.

Facts:

- **Neither ADM Fallon nor ADM Nathman dispute the fact that SUBASE New London is the only DOD closure recommendation that CFFC opposed.** Mr. Thomas R. Crabtree, Director Fleet Training (N7A), U.S. Fleet Forces Command confirmed this information to the Office of Rep. Simmons on July 18, 2005.
- **CFFC <u>DID</u> oppose SUBASE New London closure during deliberations:**
  - Deliberation minutes of 10 January 2005 say the DON Analysis Group determined that the Issues portion of the DON-0033 Candidate Recommendation Risk Assessment for both DON-0033 and DON-0034 "should denote CFFC's concerns regarding any alteration of current submarine basing configuration on the East Coast."
  - Deliberation minutes of the 13 January 2005 Infrastructure Evaluation Group clearly state that **"CFFC does not concur with altering current submarine base configuration."** On page 9 of the minutes: **"The IEG noted that CFFC does not concur with either scenario because they alter the current SSN basing configuration."** The record shows that Deputy, Fleet Forces Command, VADM Kevin Cosgriff was at this meeting.
  - In an official telephone conversation on 29 June 2005, VADM Cosgriff told Rep. Simmons that CFFC opposed scenarios that would close SUBASE New London ***throughout*** the deliberative process. This opposition changed only after the deliberation process, when the decision-making process moved to the CNO level. CFFC said it was not involved in the BRAC process after the deliberative process ended (sometime in April).

Bottom Line: The Chain of Command is an important and powerful instrument; but it does not erase CFFCs objection to the scenarios that would close SUBASE New London. The reason such meetings are recorded is so that <u>the BRAC process</u> and all those concerned may benefit from such informed, institutional concerns.

****

DCN: 11624

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CHAIRMAN

August 3, 2005

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Base Realignment and Closure Commission
Polk Building, Suites 600 and 625
2521 South Clark Street
Arlington, VA 22202

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All the best,

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Member of Congress
Second District, Connecticut

Enclosures: a/s

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Neal

Wed

1/30

— Now that we know on IRMO —

Independence — Start / Stop — 18mm 1/2 gross — Prudential — Stan Ahmad

Greenville

Stand / Tour

Quality # Grass / School not related - Community

— Applied school — Potential as a model — agency EOS school

Industrial Center N.P. — Mix of Office / Retail @ R.B. / Bldg & Community

History of it — Point Carolina Chain

with

1½ acre cross

EB / Industry — Wists Hole — Wyatt

Cut and Widen / Central Park / Grass —

infant — Grow schools — Bob Beddingfield — Myrtle.

John Long — G.D / EB — fantastic at Bank Long — personally talk issue w/ Customer

Liability not Committee.

EB will shut down — do we (G) can do cleanliness —

Noon 15th

A. Committee will by if we report back w/ other / parade ceremony — Community College / Permit / etc

B. Debate on City Select Service: the is pretty clear

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Free for 31/32 Cards —

Community = replement 750M for King for mid term

Court = Duplicate

Community College / Permit / etc — Law begins in South

where do we get BC

Brightline —

Next: Legislature — Tech of the Chief: Deciding on Regen — Concerns Environment

Recruit + Report — underfed road

(L) — Opt community / Bldg

(M) — letter off all volunteers

(H) — 33 all US Rep reach Conv for M / Farmer — NOT good for — Dangerous — All agree

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(L) Focus Hay and strength

Gen Scott — New gen recent — Cayford / mid career

etc still reasons — still the most [illegible]

DCN: 11624

(2)

(D) from Jan of J
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"no" will answer

(L) mit [illegible] Not a or really like it unless can happen ~~to~~ again
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(PI) Attorney [illegible] fam - recently engaged
(P) SSN: Select Service - 3/c mth intake Not fond problems

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(P) family large issue.
family will take care of
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Kentucky w KS etc.

(L) Not need settle there
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(PI) None

(L) respect / time
Common in so - you respect

(PI) Sri [illegible]
(D) ; don't [illegible] family in fantasy - Confused thesis
BRAC wait no argument
relation to [illegible]

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[illegible]

[illegible] Another [illegible]

Any – [illegible]

Cannon – [illegible]

[illegible]

[illegible]

[illegible]

– Bottom [illegible] Close – [illegible]

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DSR [illegible] – [illegible] (Clinton e.g.)

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E. [illegible]

Wise USAC did a [illegible] as Any

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USAC off to [illegible]

– C Oceanic

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original recommendation

– [illegible] "this night" –

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Wait

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– Big [illegible] [illegible]

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~~Daly~~ STR [illegible] – vs Bedford

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Bedford – good is good enough

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Not [illegible] – Bedford [illegible] the [illegible]

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(3)

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FBI with it.

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(P) Felix · 4 Shun
Ginsberg - 96
Scalia 98 Continental can't get

Now - diff band
this chance = [illegible]
(D)(L) = good chance - not as [illegible]

DCN: 11624

Travel Schedule
- [illegible]
- Nick [illegible]
- Sean [illegible]

- Rob Wenzy
- CUPEC
- Ralph Dean / [illegible]

DCN: 11624

STATE OF CONNECTICUT
EXECUTIVE CHAMBERS
HARTFORD, CONNECTICUT
06106

RECEIVED
5-23-05
JR

M. JODI RELL
GOVERNOR

May 16, 2005

Honorable Anthony J. Principi
Chairman
Base Realignment and Closure Commission
2521 South Clark Street
Arlington, VA 22202

Dear Chairman Principi,

Thank you for your willingness to serve as Chairman of the 2005 Base Realignment and Closure Commission (the "Commission"). There is no doubt that the Commission's undertaking is vital to the future defense posture of the United States. I hope you and the other Commissioners, including General Lloyd W. Newton, USAF (Ret.), will find this undertaking as rewarding as it will be challenging.

As you know, the U.S. Naval Submarine Base New London in Groton has been included on the preliminary list of facilities, which are offered by Secretary of Defense Donald Rumsfield, slated for closure or realignment. I, along with our members in Congress, the leaders of the Connecticut General Assembly and the local officials and business leaders of southeast Connecticut know and understand how important the Groton submarine base is to the U.S. Navy's overall mission and Connecticut's role in that mission. While the need to evaluate military facilities for closure or realignment may be necessary, inclusion of the Groton Submarine base for closure or realignment is misguided.

In the coming months, a broad coalition of government, business and community representatives led by the SUBASE Realignment Coalition (the "SRC") will be in contact with the Commission to facilitate the exchange of information. John Markowicz, the Chairman of the SRC and a direct appointee of mine who I will designate shortly, will serve as Connecticut's primary points of contact and spokespersons representing the coalition of community interest affected by the preliminary decision to close the U.S. Naval Submarine Base New London in Groton. The SRC and Mr. Markowicz have been excellent advocates for our state's military installations during the 1993 and 1995 Base Realignment and Closure proceedings, and I am confident that they will continue to perform commendably.

I would like to bring to your attention a number of critical points the Commission should consider as it undertakes the significant responsibility of reviewing the Department of Defense's Base Realignment and Closure List for 2005:

1. Communities preparing their response to the Commission must be afforded a reasonable opportunity to receive and react to all supplementary information made available to the Commission by the Department of Defense or other government sources after the initial release, ***before*** the Commission completes its deliberations.

2. The accuracy and reliability of data, particularly projected costs and savings for closure and realignment, in earlier rounds of Base Realignment and Closure considerations, was particularly troubling. In fact, crucial errors in calculations and methodology in earlier rounds were revealed as a result of the work of representatives of effected communities. The Commission ***must*** carefully scrutinize and consider any inaccuracies in data or methodology identified and validated as unreliable by community representatives.

3. It is my understanding that the Department of Defense sent individual "data calls" to multiple commands co-located on each base and installation. In evaluating the recommendations for closure or realignment, the Commission must take into consideration the value of synergistic relationships between these multiple organizations. While the existence of such relationships may not be clearly evident by the initial data calls, the contributions and values of such relationships to the efficiency and effectiveness of the nation's defenses should not be understated or overlooked.

4. The military value of a base is often enhanced by the presence of large local private enterprises such as shipyards. These invaluable resources have yet to receive any "data calls" and may not have been factored into the Secretary of Defense's recommendations to the Commission. I urge the Commission to ensure that this extremely important information is given complete and careful consideration and is not overlooked in its deliberations.

5. The Base Realignment and Closure Criteria include a category to evaluate the critical consideration of economic impact. It is unclear how the Department of Defense calculates economic impacts generally, or as created by the unique combination of the fleet facilities at the U.S. Naval Submarine Base New London in Groton, the United States Submarine School and the Electric Boat shipyard. A recent Government Accounting Office report suggests the primary metric is on-base civilian jobs lost/replaced and does not include military and contractor personnel and data. Connecticut recently completed its own comprehensive economic impact analysis of the U.S. Naval Submarine Base New London in Groton, which I am forwarding to you for the Committee's consideration. The Committee should use the analysis to compare and verify data on economic impact submitted by the Department of Defense.

6. Another important component of the Base Realignment and Closure Selection Criteria is the cost of environmental remediation. The Department of Defense's method for measuring this selection criterion is vague. Specifically, it is difficult for the Department of Defense to quantify this component and determine an accurate, reliable estimate of actual, future environmental remediation costs in the absence of a "reuse" plan.

7. To facilitate information exchange between the Commission and organizations, such as the SRC, it is important that the Commission designate a point of contact on the Commission's staff to communicate with and to receive information relating to the U. S. Naval Submarine Base New London in Groton.

8. Communities that will be impacted by the Secretary of Defense's recommendations to the Commission have limited time to prepare and present a rebuttal of the Secretary's recommendations to the Commission. However, it is not clear the form and manner data will be made available to the public. It is my hope and request that the Commission ensure that the following data and records be released to the public via electronic media and/or the internet:

a. Base Structure Data Base;
b. Cost of Base Realignment Actions Model and all associated data;
c. Naval Audit Service Independent Audit Reports;
d. Transcripts, minutes and associated materials from all meetings of:
    i. Infrastructure Evaluation Group;
    ii. Infrastructure Analysis Team;
    iii. Department of the Navy Analysis Group;
    iv. Functional Advisory Board;
    v. Joint Cross-Service Group;
e. Department of Navy Base Realignment and Closure Information Transfer System data files;
f. All data calls, including all supplemental/corrections requests, for:
    i. Department of Navy Capacity Data Call;
    ii. Department of Navy Military Value Data Call
    iii. Department of Navy Cost of Base Realignment Action/Scenario Data Call
g. Installation Visualization Tool Data and associated materials.

I believe, when the Commission considers these points and reviews the analyses of the military, economic and social contributions of the U.S. Naval Submarine Base New London, which will be submitted by the SRC, it will conclude that the base is a critical component of the nation's defense infrastructure and should not be slated for closure or realignment. Thank you for your consideration and I look forward to hearing your thoughts and reactions as the Commission moves forward with its work.

Very Truly Yours,

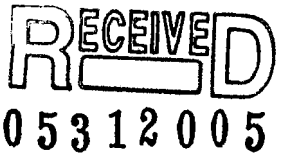
M. Jodi Rell

M. Jodi Rell
Governor

Enclosure: The Contribution of the Groton Naval Sub Base and the Electric Boat Company to the Economies of Connecticut and Southeastern Connecticut – Economic Impact Analysis, May 3, 2005.

Cc: Senator Christopher J. Dodd
Senator Joseph Lieberman
Representative John B. Larson, 1st Congressional District
Representative Robert R. Simmons, 2nd Congressional District
Representative Rosa DeLauro, 3rd Congressional District
Representative Christopher Shays, 4th Congressional District
Representative Nancy L. Johnson, 5th Congressional District

DCN: 11624



State of Connecticut

HOUSE OF REPRESENTATIVES
STATE CAPITOL
HARTFORD, CONNECTICUT 06106-1591

REPRESENTATIVE CHRISTOPHER CARUSO
ONE HUNDRED TWENTY-SIXTH DISTRICT

LEGISLATIVE OFFICE BUILDING
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CHAIRMAN
GOVERNMENT ADMINISTRATION AND ELECTIONS COMMITTEE

May 26, 2005

The Honorable James T. Hill
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202-3909

Dear General Hill:

I am the State Representative for the 126th District in Bridgeport, Connecticut.

Like my constituents, I am disappointed to see the Navy Submarine Base in New London recommended for closure by the Secretary of Defense. We are engaged in preparing our best defense of the base and we look forward to your visit.

I do not envy you as the BRAC Commission begins its work. The volume and density of information, letters, and calls along with the passions and community commitments that will become part of this evaluation seem immense. This is magnified only by the overall importance of the results to our national security. I am sure the Commission will find that the Navy Submarine Base in New London meets and exceeds the Military Values listed on the Final Selection Criteria and is imperative to our national security.

Thank you for your work.

Sincerely,

Christopher Caruso

Christopher L. Caruso

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STATE OF CONNECTICUT
EXECUTIVE CHAMBERS

M. JODI RELL
GOVERNOR

May 26, 2005

2005 Defense Base Closure and Realignment Commission (BRAC)
2521 South Clark Street
Suite 600
Arlington, Virginia 22202

Dear Chairman Principi and Commission Members:

Almost two weeks ago, the Department of Defense (DOD) presented you its list of military bases recommended for closure or realignment and a report (Report). The Report did not include critical back-up data that supported the Report's conclusions. I write to you today, as the Governor of an impacted state, to request that you delay scheduled Commission base visits and hearings on the DOD recommendations until such time as the data supporting the Report is released.

To date, the DOD has failed to provide the critical data that substantiates conclusions and recommendations made in the Report to either the Commission or any of the states impacted by the Report's recommendations. As the process now stands, I have been informed that each base scheduled for closure will have one visit by at least two Commissioners and that each state impacted by a closure will have one thirty minute hearing opportunity before the Commission to make a case for the retention of their bases.

In order to have an informed discussion at the base visits and our hearings, it is critical that both the Commission and the affected states be knowledgeable regarding the reasoning and methodologies supporting the base closure decisions by the DOD. It is unreasonable for the DOD to expect the Commission or the states to have an informed discussion regarding their conclusions without any of the data that supports the recommendations contained in the Report.

In previous BRAC rounds, states were given ample opportunity to review the data supporting DOD's closure and realignment decisions. With that data, states were able to demonstrate inaccuracies and false assumptions in previous reports. In some cases, states were able to convince the Commission to reverse the recommendations of the DOD.

As states, we have been promised a process that is fair, honest and transparent. To date, we can not evaluate if any of those promises have been kept. Due to the serious impact

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www.state.ct.us/governor

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these DOD decisions will have on our economies and communities, it is critical that we be able to review all of the justifications for decisions contained in the Report. Only after the release of the data can we be assured that our limited time with the Commission is productive and that we best serve the defense of this country and our states.

In response to the DOD's delay in releasing the data, I do not believe that the Commission or the states are in a position to adequately evaluate the decisions made in the Report. Released Commission schedules indicate that some site visits will begin next week and that some hearings will be held in less than two weeks. As a Governor, I am formally asking for a minimum of a one month delay of both the site visits and the hearings, so that we may have an adequate opportunity to review the data and to prepare to evaluate and discuss the decisions recommended by the DOD.

Thank you for your consideration of this request.

Sincerely,

M. Jodi Rell

M. Jodi Rell
Governor

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5/31/05

DCN: 11624

State of Connecticut

HOUSE OF REPRESENTATIVES

STATE CAPITOL
HARTFORD, CONNECTICUT 06106-1591

REPRESENTATIVE KEVIN RYAN
ONE HUNDRED THIRTY-NINTH DISTRICT

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OAKDALE, CT 06370
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CAPITOL: (860) 240-8500
TOLL FREE: 1-800-842-8267

CHAIR
LABOR AND PUBLIC EMPLOYEES COMMITTEE

MEMBER
APPROPRIATIONS COMMITTEE
PUBLIC HEALTH COMMITTEE

May 20, 2005

The Honorable Samuel Knox Skinner
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner Skinner,

I am the State Representative from the 139th District in Connecticut, representing the towns of Bozrah, Franklin, Lebanon and Montville, which are near the U.S. Submarine Base in New London.

Like my constituents, I was disappointed to see the base was recommended for closure by the Secretary of Defense. Citizens of my state are engaged in preparing our best case to have the base remain open and maintain the integrity of our community. We are looking forward to your visit this summer.

I do not envy you as a member of the BRAC as you begin its work. The volumes of information with the letters and telephone calls that will become part of this evaluation seem immense. It is only magnified by the overall importance of the results of the assessment to our national security. I can only hope that you are able to make this assessment in a logical, rational, and fair manner required by the task.

Thank you for your work.

Sincerely,

Kevin Ryan
State Representative, 139th District

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FIFTEEN ROPE FERRY ROAD

WATERFORD, CT 06385-2886

May 24, 2005

BRAC Commission Chairman Anthony Principi
Defense Base Closure and Realignment Commission
2521 South Clark Street
Suite 600
Arlington, VA 22202

Dear Chairman Principi:

I am sending a copy of the Town of Waterford, Connecticut Resolution recommending and supporting the Naval Submarine Base stay open at Naval Base New London in Groton, Connecticut.

There should be a naval presence in New England. The reasons should be self-evident.

The Submarine School is a major resource for state of the art training of the submariners who are a key element of our homeland security.

We should not close a military base that will not easily ever be re-opened in a densely populated area like southern New England. History sadly repeatedly teaches us that we will need it again.

Homeland security means strong coastal defense. George Washington helped teach us that; we should not forget the lesson.

Waterford hopes that global policy strategy reasoning takes the long view and provides for the common defense.

Sincerely,

Paul B. Eccard

Paul B. Eccard
First Selectman
Waterford, CT

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Enclosure

cc: President George W. Bush
Senator Christopher J. Dodd
Senator Joseph I. Lieberman
Congressman Rob Simmons
Governor M. Jodi Rell
BRAC Members
John Markowicz, SECTER
James S. Butler, SCCOG
David A. Christian, Dominion Energy, Inc.
Alan H. Gardiner, Moderator, RTM
Robert A. Avena, Town Attorney
Thomas V. Wagner, Planning Director

DCN: 11624

RESOLUTION

The Waterford Board of Selectmen hereby resolves to recommend and support the Naval Submarine Base stay open at Submarine Base New London in Groton, Connecticut. This strategic defense facility represents an essential element of the ability of the United States of America to deploy our military defense worldwide in the national interest.

DCN: 11624

State of Connecticut

HOUSE OF REPRESENTATIVES

STATE CAPITOL
HARTFORD, CONNECTICUT 06106-1591

REPRESENTATIVE CHRISTOPHER CARUSO
ONE HUNDRED TWENTY-SIXTH DISTRICT

LEGISLATIVE OFFICE BUILDING
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CHAIRMAN
GOVERNMENT ADMINISTRATION AND ELECTIONS COMMITTEE

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05312005

May 26, 2005

The Honorable Anthony J. Principi, Chairman
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202-3909

Dear Chairman Principi:

I am the State Representative for the 126th District in Bridgeport, Connecticut.

Like my constituents, I am disappointed to see the Navy Submarine Base in New London recommended for closure by the Secretary of Defense. We are engaged in preparing our best defense of the base and we look forward to your visit.

I do not envy you as the BRAC Commission begins its work. The volume and density of information, letters, and calls along with the passions and community commitments that will become part of this evaluation seem immense. This is magnified only by the overall importance of the results to our national security. I am sure the Commission will find that the Navy Submarine Base in New London meets and exceeds the Military Values listed on the Final Selection Criteria and is imperative to our national security.

Thank you for your work.

Sincerely,

Christopher Caruso

Christopher L. Caruso

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State of Connecticut

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05312005

HOUSE OF REPRESENTATIVES

STATE CAPITOL
HARTFORD, CONNECTICUT 06106-1591

REPRESENTATIVE DIANA S. URBAN
FORTY THIRD DISTRICT

146 BABCOCK ROAD
NORTH STONINGTON, CONNECTICUT 06359
TELEPHONE
OFFICE: 1-800-842-1423

MEMBER
ENVIRONMENT COMMITTEE
PLANNING & DEVELOPMENT COMMITTEE
COMMERCE COMMITTEE

May 23, 2005

The Honorable James H. Bilbray
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Commissioner Bilbray,

I am the State Representative from the 43rd District in Connecticut, representing the towns of Stonington and North Stonington, both proximate to the New London Sub Base.

Like my constituents, I was disappointed to see the base recommended for closure by the Secretary of Defense. We are engaged in preparing our best defense of the base and our community, and we are looking forward to your visit this summer.

I do not envy you as the BRAC Commission begins its work. The volume and density of information, the letters and calls, and the passions and community commitments that will become part of this evaluation seem immense, and it is only magnified by the overall importance of the results to our national security. It is with all respect that I send my sincere hope that you are able to do this in the logical, rational, and fair environment required by the task.

Thank you for your work.

Sincerely,

Representative Diana Urban

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State of Connecticut

0531705

HOUSE OF REPRESENTATIVES

STATE CAPITOL
HARTFORD, CONNECTICUT 06106-1591

REPRESENTATIVE CHRISTOPHER CARUSO
ONE HUNDRED TWENTY-SIXTH DISTRICT

LEGISLATIVE OFFICE BUILDING
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CHAIRMAN
GOVERNMENT ADMINISTRATION AND ELECTIONS COMMITTEE

May 26, 2005

The Honorable Harold W. Gehman, Jr.
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202-3909

Dear Admiral Gehman:

I am the State Representative for the 126th District in Bridgeport, Connecticut.

Like my constituents, I am disappointed to see the Navy Submarine Base in New London recommended for closure by the Secretary of Defense. We are engaged in preparing our best defense of the base and we look forward to your visit.

I do not envy you as the BRAC Commission begins its work. The volume and density of information, letters, and calls along with the passions and community commitments that will become part of this evaluation seem immense. This is magnified only by the overall importance of the results to our national security. I am sure the Commission will find that the Navy Submarine Base in New London meets and exceeds the Military Values listed on the Final Selection Criteria and is imperative to our national security.

Thank you for your work.

Sincerely,

Christopher Caruso

Christopher L. Caruso

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State of Connecticut

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HOUSE OF REPRESENTATIVES

STATE CAPITOL
HARTFORD, CONNECTICUT 06106-1591

REPRESENTATIVE EDWIN J. JUTILA
THIRTY SEVENTH DISTRICT

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MEMBER
APPROPRIATIONS COMMITTEE
ENVIRONMENT COMMITTEE
TRANSPORTATION COMMITTEE

May 31, 2005

The Honorable Harold W. Gehman, Jr.
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Admiral Gehman:

I am the State Representative from the 37th District in Connecticut, representing the towns of East Lyme and Salem, each situated within a few miles of the Sub Base in Groton.

Like my constituents, I was surprised and deeply disappointed to see the base recommended for closure by the Secretary of Defense. It is my firm belief that closure of the base would be economically devastating to our region. Even more importantly, this action would weaken our national defense during a time in our history when we are faced with a vast array of potential threats.

At this time, we have many experts engaged in preparing our case for removal of the base from the closure list, and we are looking forward to presenting this to the Commission later this summer. The Department of Defense, however, is making preparation of our case a near impossible task by failing to make available all necessary information in a timely manner. This calls into question the fairness, openness and transparency of the process. Hopefully Secretary Rumsfeld will rectify this situation immediately in response to calls from our congressional delegation.

I recognize that you have a daunting task ahead of you. The volume and complexity of information, the letters and calls, and the passions and community interests that will become part of this evaluation will be widespread and intense, with nothing less than our national security at stake. I have great confidence, however, that you will be able to perform this task in a logical, rational, and thoughtful manner, culminating in the correct result.

Thank you for your dedication to our country.

Sincerely,

Ed Jutila

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May 21, 2005

BRAC Commission
2521 South Clark Street
Suite 600
Arlington, VA 22202

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To Whom It May Concern:

Closing the Groton, Ct. sub base would not only be devastating to the economy of the area, but, of more concern to us is the potential impact that such a closure would have on the security of our nation. If you reduce the number of bases, you will make it easier for terrorists to concentrate their destructive efforts on fewer targets. The more bases we have, the harder it would be for them to attack all of them.

Also, the advantages of keeping the Groton Base include the proximity of Electric Boat for construction , maintenance, and repairs, and the proximity of the Coast Guard Academy has to be a security advantage.

Please consider the above facts in the making of your final decision as to base closures.

Sincerely,

Dr. & Mrs. Martin Rosol

Dr. & Mrs. Martin Rosol
202 So Shore Ave
Groton Long Pt, Ct. 06340

DCN: 11624

RECEIVED ~~11-24-05~~ 5-24-05 JR

State of Connecticut

HOUSE OF REPRESENTATIVES

STATE CAPITOL
HARTFORD, CONNECTICUT 06106-1591

REPRESENTATIVE ELIZABETH "BETSY" B. RITTER
THIRTY-EIGHTH DISTRICT

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MEMBER
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ENERGY AND TECHNOLOGY COMMITTEE
PUBLIC HEALTH COMMITTEE

May 17, 2005

The Honorable Anthony J. Principi, Chairman
Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Chairman Principi,

I am the State Representative from the 38th District in Connecticut, representing the towns of Waterford and Montville, both proximate to the New London Sub Base.

Like my constituents, I was disappointed to see the base recommended for closure by the Secretary of Defense. We are engaged in preparing our best defense of the base and our community, and we are looking forward to your visit this summer.

I do not envy you as the BRAC Commission begins its work. The volume and density of information, the letters and calls, and the passions and community commitments that will become part of this evaluation seem immense, and it is only magnified by the overall importance of the results to our national security. It is with all respect that I send my sincere hope that you are able to do this in the logical, rational, and fair environment required by the task.

Thank you for your work.

Sincerely,

Betsy Ritter

Elizabeth "Betsy" Ritter

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DCN: 11624

Congress of the United States
Washington, DC 20510

May 25, 2005

05312005

The Honorable Anthony Principi
Base Realignment and Closure Commission
Polk Building, Suites 600 and 625
2521 South Clark Street
Arlington, VA 22202

Dear Secretary Principi:

We want to welcome you and the other members of the BRAC Commission to New London for your visit to the submarine base on May 31, 2005. In addition to your tour, the Governor, Members of Congress, and local representatives are preparing to meet with you and your fellow Commissioners on June 1 at 9:00 am at the Nautilus submarine museum to discuss the New London Submarine Base and its value to our national security.

We appreciate that you have made time in your busy schedule for the meeting and we look forward to the meeting as we believe this will provide an important opportunity to exchange information about the New London facility and the vital role it plays in our nation's defense.

Please have your staff contact Fred Downey at (202) 224-4041 in Senator Lieberman's office, or Neal Orringer at (202) 224-2680 in Senator Dodd's office, or Justin Bernier at (202) 225-2076 in Representative Simmons' for additional information on the June 1 meeting.

Sincerely,

CHRISTOPHER J. DODD	JOSEPH I. LIEBERMAN	ROB SIMMONS
United States Senator	United States Senator	United States Representative

DCN: 11624

Congress of the United States
Washington, DC 20515

May 20, 2005

The Honorable Anthony Principi
Base Realignment and Closure Commission
Polk Building, Suites 600 and 625
2521 South Clark Street
Arlington, VA 22202

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Dear Secretary Principi:

On behalf of Connecticut's congressional delegation, we respectfully request a meeting with you and each member of the Base Realignment and Closure (BRAC) Commission to discuss the recommendation to close Naval Submarine Base New London (SUBASE). We would also take that opportunity to answer any questions you or your colleagues might have about the base's value to the Navy, our national defense industrial base, and southern New England.

The SUBASE is a unique center of excellence for the submarine community. It's called "The Submarine Capital of the World" for good reason: No other region contains the SUBASE's valuable area assets. These include the Navy's submarine school, the Naval Undersea Warfare Center, a highly skilled and dedicated workforce, dozens of top subcontractors and the world's preeminent submarine builder – Electric Boat.

Though we still await the full data, early indications suggest SUBASE New London was likely undervalued by the Department of Defense. Misjudged or ignored were several important factors, including the capabilities of SUBASE, the cost of replicating elsewhere its many assets, and the environmental cleanup costs should the base be shutdown.

We would appreciate the opportunity to discuss these important points with you at length, and to underscore the importance of SUBASE New London to our homeland security, our national security and the livelihood of southern New England.

We also extend an invitation to the BRAC Commission to hold one of their regional field hearings in Groton – home of the SUBASE – as soon as possible. We are confident that the Commission will see the strong military value that makes the Naval Submarine Base New London truly the "Submarine Capital of the World."

Thank you for your attention to this matter. We look forward to your reply.

Sincerely,

Sen. Chris Dodd

Sen. Joe Lieberman

Rep. Rob Simmons

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SPEAKER'S PRESCRIPTION DRUG ACTION TEAM
LONG ISLAND SOUND CAUCUS
NATIONAL GUARD AND RESERVE COMPONENTS CAUCUS
CONGRESSIONAL SPORTSMEN'S CAUCUS
CONGRESSIONAL TRAVEL AND TOURISM CAUCUS
PORT SECURITY CAUCUS
CONGRESSIONAL CAUCUS FOR WOMEN'S ISSUES

DCN: 11624

CONGRESSMAN ROB SIMMONS
HOUSE OF REPRESENTATIVES
SECOND DISTRICT, CONNECTICUT

ARMED SERVICES COMMITTEE
SUBCOMMITTEE ON PROJECTION FORCES
SUBCOMMITTEE ON TACTICAL AIR AND LAND FORCES

TRANSPORTATION AND INFRASTRUCTURE COMMITTEE
SUBCOMMITTEE ON RAILROADS
SUBCOMMITTEE ON HIGHWAYS AND TRANSIT
SUBCOMMITTEE ON COAST GUARD AND MARITIME TRANSPORTATION

VETERANS' AFFAIRS COMMITTEE
SUBCOMMITTEE ON HEALTH
CHAIRMAN

May 2, 2005

BG Sue Ellen Turner (Ret.)
BRAC Commission
Polk Building, Suites 600 and 625
2521 South Clark Street
Arlington, VA 22202

Dear General Turner:

I would like to bring to your attention the enclosed report of the Northeast-Midwest Institute, "Base Closings and Military Presence in the Northeast-Midwest: The Nation's Unguarded Region." The report highlights the terrorism hazard of additional base closures in the Northeast-Midwest region of the United States. I urge you to duly consider the military value of bases to homeland security as you prepare your Base Realignment and Closure Commission recommendations to the president.

Over the last four rounds of base closings, the Northeast-Midwest region has sustained deep personnel and infrastructure reductions that have created a military void in the nation's region most vulnerable to terrorism. Although it holds almost 40 percent of the nation's population and accounts for more than 40 percent of its annual economic output, the Northeast-Midwest region has just ten percent of the U.S.-based active duty military personnel. Population centers and industrial hubs, we know, are the most likely target of future terrorist attacks.

Since 1987, the Northeast-Midwest has lost 41 percent of its active duty military compared with just 21 percent for the rest of the country. Additional cuts in the region would further erode our military's ability to respond to terrorist attacks. Lessons from the April 2005 "TOPOFF 3" exercise, which simulated terrorist incidents originating in New London, Connecticut – home of Submarine Base New London – indicate the homeland security value of proximate military facilities.

The BRAC 2005 criteria require you to weigh heavily the military value of bases considered for closure and realignment. As a Subcommittee Chairman of the Homeland Security Committee and a Vice Subcommittee Chairman on the Armed Services Committee, I frequently consider the value of bases to the security of the urban, industrialized Northeast-Midwest region in this age of catastrophic terrorism. I urge you to do the same as you execute your BRAC responsibilities.

All the best,

Rob Simmons
Member of Congress
Second District, Connecticut

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SPEAKER'S PRESCRIPTION DRUG ACTION TEAM
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CONGRESSIONAL SPORTSMEN'S CAUCUS
CONGRESSIONAL TRAVEL AND TOURISM CAUCUS
PORT SECURITY CAUCUS
CONGRESSIONAL CAUCUS FOR WOMEN'S ISSUES

DCN: 11624

CONGRESSMAN ROB SIMMONS

HOUSE OF REPRESENTATIVES
SECOND DISTRICT, CONNECTICUT

ARMED SERVICES COMMITTEE
SUBCOMMITTEE ON PROJECTION FORCES
SUBCOMMITTEE ON TACTICAL AIR AND LAND FORCES

TRANSPORTATION AND INFRASTRUCTURE COMMITTEE
SUBCOMMITTEE ON RAILROADS
SUBCOMMITTEE ON HIGHWAYS AND TRANSIT
SUBCOMMITTEE ON COAST GUARD AND MARITIME TRANSPORTATION

VETERANS' AFFAIRS COMMITTEE
SUBCOMMITTEE ON HEALTH
CHAIRMAN

May 2, 2005

General Lloyd Newton (Ret.)
BRAC Commission
Polk Building, Suites 600 and 625
2521 South Clark Street
Arlington, VA 22202

Dear General Newton: Fig:

I would like to bring to your attention the enclosed report of the Northeast-Midwest Institute, "Base Closings and Military Presence in the Northeast-Midwest: The Nation's Unguarded Region." The report highlights the terrorism hazard of additional base closures in the Northeast-Midwest region of the United States. I urge you to duly consider the military value of bases to homeland security as you prepare your Base Realignment and Closure Commission recommendations to the president.

Over the last four rounds of base closings, the Northeast-Midwest region has sustained deep personnel and infrastructure reductions that have created a military void in the nation's region most vulnerable to terrorism. Although it holds almost 40 percent of the nation's population and accounts for more than 40 percent of its annual economic output, the Northeast-Midwest region has just ten percent of the U.S.-based active duty military personnel. Population centers and industrial hubs, we know, are the most likely target of future terrorist attacks.

Since 1987, the Northeast-Midwest has lost 41 percent of its active duty military compared with just 21 percent for the rest of the country. Additional cuts in the region would further erode our military's ability to respond to terrorist attacks. Lessons from the April 2005 "TOPOFF 3" exercise, which simulated terrorist incidents originating in New London, Connecticut – home of Submarine Base New London – indicate the homeland security value of proximate military facilities.

The BRAC 2005 criteria require you to weigh heavily the military value of bases considered for closure and realignment. As a Subcommittee Chairman of the Homeland Security Committee and a Vice Subcommittee Chairman on the Armed Services Committee, I frequently consider the value of bases to the security of the urban, industrialized Northeast-Midwest region in this age of catastrophic terrorism. I urge you to do the same as you execute your BRAC responsibilities.

All the best,

Rob Simmons
Member of Congress
Second District, Connecticut

Pre one so pleased that you are serving on the BRAC commission.

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DCN: 11624

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SUBCOMMITTEE ON TACTICAL AIR AND LAND FORCES

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SUBCOMMITTEE ON HIGHWAYS AND TRANSIT
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VETERANS' AFFAIRS COMMITTEE
SUBCOMMITTEE ON HEALTH
CHAIRMAN

CONGRESSMAN ROB SIMMONS

HOUSE OF REPRESENTATIVES
SECOND DISTRICT, CONNECTICUT

May 2, 2005

The Honorable Samuel K. Skinner
BRAC Commission
Polk Building, Suites 600 and 625
2521 South Clark Street
Arlington, VA 22202

Dear Secretary Skinner: Sam:

I would like to bring to your attention the enclosed report of the Northeast-Midwest Institute, "Base Closings and Military Presence in the Northeast-Midwest: The Nation's Unguarded Region." The report highlights the terrorism hazard of additional base closures in the Northeast-Midwest region of the United States. I urge you to duly consider the military value of bases to homeland security as you prepare your Base Realignment and Closure Commission recommendations to the president.

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All the best,

Rob Simmons
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Second District, Connecticut

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SUBCOMMITTEE ON HEALTH
CHAIRMAN

May 2, 2005

General James T. Hill (Ret.)
BRAC Commission
Polk Building, Suites 600 and 625
2521 South Clark Street
Arlington, VA 22202

Dear General Hill: Jim:

I would like to bring to your attention the enclosed report of the Northeast-Midwest Institute, "Base Closings and Military Presence in the Northeast-Midwest: The Nation's Unguarded Region." The report highlights the terrorism hazard of additional base closures in the Northeast-Midwest region of the United States. I urge you to duly consider the military value of bases to homeland security as you prepare your Base Realignment and Closure Commission recommendations to the president.

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CHAIRMAN

May 2, 2005

Admiral Harold W. Gehman (Ret.)
BRAC Commission
Polk Building, Suites 600 and 625
2521 South Clark Street
Arlington, VA 22202

Dear Admiral Gehman:

I would like to bring to your attention the enclosed report of the Northeast-Midwest Institute, "Base Closings and Military Presence in the Northeast-Midwest: The Nation's Unguarded Region." The report highlights the terrorism hazard of additional base closures in the Northeast-Midwest region of the United States. I urge you to duly consider the military value of bases to homeland security as you prepare your Base Realignment and Closure Commission recommendations to the president.

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SUBCOMMITTEE ON HEALTH
CHAIRMAN

May 2, 2005

The Honorable Philip Coyle
BRAC Commission
Polk Building, Suites 600 and 625
2521 South Clark Street
Arlington, VA 22202

Dear Secretary Coyle:

I would like to bring to your attention the enclosed report of the Northeast-Midwest Institute, "Base Closings and Military Presence in the Northeast-Midwest: The Nation's Unguarded Region." The report highlights the terrorism hazard of additional base closures in the Northeast-Midwest region of the United States. I urge you to duly consider the military value of bases to homeland security as you prepare your Base Realignment and Closure Commission recommendations to the president.

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All the best,

Rob Simmons
Member of Congress
Second District, Connecticut

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SUBCOMMITTEE ON HEALTH
CHAIRMAN

May 2, 2005

The Honorable James V. Hansen
BRAC Commission
Polk Building, Suites 600 and 625
2521 South Clark Street
Arlington, VA 22202

Dear Representative Hansen:

I would like to bring to your att[illegible]ast-Midwest Institute, "Base Closings and Military Presence [illegible] Unguarded Region." The report highlights the terrorism [illegible] Northeast-Midwest region of the United States. I urge you to [illegible]s to homeland security as you prepare your Base Realignment [illegible]ions to the president.

Northeast and Midwest

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All the best,

Thanks for serving on the BRAC Commission.

Rob Simmons
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Second District, Connecticut

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SUBCOMMITTEE ON HEALTH
CHAIRMAN

May 2, 2005

The Honorable Anthony Principi
BRAC Commission
Polk Building , Suites 600 and 625
2521 South Clark Street
Arlington, VA 22202

Dear Secretary Principi: Tony!

I would like to bring to your attention the enclosed report of the Northeast-Midwest Institute, "Base Closings and Military Presence in the Northeast-Midwest: The Nation's Unguarded Region." The report highlights the terrorism hazard of additional base closures in the Northeast-Midwest region of the United States. I urge you to duly consider the military value of bases to homeland security as you prepare your Base Realignment and Closure Commission recommendations to the president.

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All the best,

Thanks in advance.

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Second District, Connecticut

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Town of Killingly

TOWN MANAGER'S OFFICE • 172 MAIN STREET • P.O. BOX 6000 • DANIELSON, CONNECTICUT 06239-6000
TELEPHONE • 860-779-5334 FAX • 860-779-5382

#C602210

June 20, 2005

06222005

To Whom It May Concern:

The Killingly Town Council adopted the attached resolution in support for the New London Sub Base and the Electric Boat Company at its June 14, 2005, meeting.

DCN: 11624

Resolution #R05-029

Town of Killingly

Resolution of Support for the New London Sub Base and the Electric Boat Company

Whereas, the unique and irreplaceable existing co-location and integration of strategic assets at U.S. Naval Submarine Base, New London (submarine base, submarine training, underwater research, nuclear capable and deep-water porting, and proven world-class submarine production at Electric Boat) exemplify the ideal alignment that best serves national military and fiscal objectives for sound base location, and

Whereas, in the age of terrorism, any base consolidation affecting global security is a threat to America's offensive and defensive capacity, and

Whereas, commercial transportation, research and development, skilled workforce and related high technology in the U.S. Naval Submarine Base, New London region are also unduplicated at any identified relocation site, and

Whereas, the direct federal costs of closure and environmental remediation, relocation, recreation of related infrastructure, services and amenities has been vastly underestimated and otherwise largely ignored, and

Whereas, *The Contribution of the Groton Naval Sub Base and the Electric Boat Company to the Economies of Connecticut and Southeastern Connecticut, Economic Impact Analysis*, of May 3, 2005 has found that the contribution of the combined New London Sub Base and Sub School to the state's economy is approximately $1.3 billion in Gross State Product and approximately 14,040 direct and indirect jobs and that this contribution when further combined with the Electric Boat Company is approximately $3 3 billion and approximately 31,500 direct and indirect jobs, and

Whereas, many residents of Killingly are either employed at the New London Sub Base, the Electric Boat Company or in related local defense industry contractors that support the Base and Electric Boat, now

THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF KILLINGLY, CONNECTICUT that the proposed closing of the U.S. Naval Submarine Base, New London, Connecticut is clearly not in the best strategic military, budgetary or economic interests of our nation. We, the Town Council of Killingly herein express profound doubts about the objectivity and thoroughness of the process that led to the recommendation to close the New London Sub Base. We also hereby express trust in the work of the Base Realignment and Closure Commission and welcome the independent review of the Base Realignment and Closure Commission and respectfully urge the rejection of the recommendation for closure of U.S. Naval Submarine Base, New London on the basis that no other site offers comparable the interconnectivity and joint assets found with the Electric Boat Company at a net additional cost to our national security, federal defense budget, service families and economy.

BE IT FURTHER RESOLVED that Connecticut's honorable U. S. Senators and Representatives be herein urged to devote their considerable energy and political will to a devoted and persistent effort toward retaining the New London Sub Base as part of our nation's military and strategic security assets.

KILLINGLY TOWN COUNCIL

Janice L. Thurlow
Chairman

Dated at Killingly, Connecticut
this 14th day of June, 2005

Working closely with the U.S. Navy, Electric Boat is committed to helping keep the nation's nuclear submarine fleet maintained and mission-ready by providing a full range of maintenance, modernization and life-cycle support activities. More than 1,500 EB employees are now regularly engaged in this work at various locations across the United States.

The company performs the bulk of its maintenance and modernization work at its Groton, Conn., shipyard and at the Naval Submarine Base - New London, Conn. At the shipyard, Electric Boat provides management and trade support to a number of jobs, both in a lead role and in support of Navy-led activities. At the submarine base, Electric Boat is under contract to operate the Nuclear Regional Maintenance Department and the floating drydock Shippingport (ARDM 4), and the company also provides supervisory and trade support to the Naval Submarine Support Facility.

Electric Boat's maintenance and modernization work is now occurring on a scale not seen for decades. The company is currently performing a Selected Restricted Availability on the USS Seawolf (SSN21), the first such maintenance job on this lead ship. Also being performed by Electric Boat is a Depot Modernization Period on the USS Springfield (SSN761), an extensive non-refueling overhaul expected to take nearly a year and 1.5 million manhours. Additionally, the company is due to complete an Interim Dry Docking (IDD) on the USS Augusta (SSN710) in May, a project that grew by more than 50 percent since the contract award. The work on the Augusta represents the largest IDD performed for the U.S. Navy.

In addition to these and other specific maintenance activities in Groton, Electric Boat maintains permanent facilities at Kings Bay, Ga., and Bangor, Wash., to support the routine life-cycle requirements of the Ohio-class submarines based there. The company has also recently established on-site teams at Norfolk Naval Shipyard in Portsmouth, Va., and Puget Sound Naval Shipyard in Bremerton, Wash., to convert the four oldest Ohio-class submarines to an SSGN configuration, multi-mission submarines optimized for covert strike and special operations warfare (See the Programs - SSGN page for more information). Additionally, Electric Boat regularly supports submarine maintenance jobs at Portsmouth Naval Shipyard in Kittery, Maine.

New London

Daniel Goure of the Lexington Institute, a private military think tank, called the closures announced Friday "mercy killings."

"The ones they did were truly ones on their last legs," he said. The Pentagon estimates the closures will save $48 billion over 20 years.

-The submarine base at Groton, Conn., would close and send its attack subs to Norfolk, Va., and Kings Bay, Ga. The Pentagon predicted the move will cost the area 15,000 jobs, just under 10 percent of those in the local economy.

"We've invested millions of dollars in that base, but more important, the military has also made huge investments," Connecticut Gov. M. Jodi Rell argued in opposition. "You don't put $300 million into a base and walk away from it."

DCN: 11624

GROTON -- "Possibly the best" gauge for determining how many submarines the United States needs is the number of daily requests to use them, the U.S. Navy's chief submarine officer told a congressional subcommittee Monday.

Those mission requests from Navy commanders exceed what the current force of 54 submarines can provide, Vice Adm. Charles L. Munns said at a hearing before a subcommittee of the House Armed Services Committee.

Munns and two other admirals testified before the panel at the U.S. Naval Submarine Base, which the federal Base Realignment and Closure Commission has recommended be shut down as part of a nationwide tightening of military resources. The subcommittee - which includes U.S. Rep. Rob Simmons, R-2nd District - had planned to visit Groton even before the base closure announcement, panel spokesman Josh Holly said.

Testimony was to be focused on the future of the submarine force, including the infrastructure in place to build new boats and the global threats that U.S. submarines are uniquely qualified to answer, such as China's rapidly growing navy.

Nevertheless, Simmons and a Mississippi congressman who also stands to lose a Navy facility took the opportunity to blast the base-closing process at both the hearing and a press conference afterward.

"Both of them are equally stupid decisions," U.S. Rep. Gene Taylor, D-Mississippi, said of the Pentagon's recommendations to shut down the Groton base and the naval station in Pascagoula, Miss.

"I'll remind the people that the same folks that told us that they knew there were weapons of mass destruction in Iraq are now the ones telling us that they know we need to close these bases," Taylor said.

At the hearing, the admirals testified that submarines continue to play a vital role in the post-Cold War era. That long and often veiled fight, Adm. Kirkland H. Donald said, "was won to a great extent under the seas."

At the same time, however, submarines cost billions of dollars, and production continues to lag. The Pentagon report to the commission says that the current seven submarine bases are too many. The report placed high military value on the ability of a base to expand and handle multiple missions. That was the main reason that Groton, an old, single-use facility, was put on the closure list.

At the current rate of production and retirement, the Navy eventually will have about 30 submarines. Simmons noted at the press conference, however, that none of the admirals who testified at the hearing had signed off on a fleet that small.

In fact, Donald, head of the Navy's nuclear propulsion section, said that design and manufacturing capabilities and the synergy between the Navy and businesses such as Electric Boat must be preserved. The number of submarine designers in the U.S. now stands at about 2,200 and is headed toward fewer than 1,000 by the end of 2007, Donald said.
The expertise resulting from our long-term investment is, today, atrophying," Donald said.

At a press conference at the local airport after the hearing, the subcommittee chairman, U.S. Rep. Roscoe G. Bartlett, R-Md., said that the submarine fleet "is assuming increasing importance as we recognize their ability to do something that can't be done any other way. ... On a classified basis, there are some really interesting occasions when our subs just happened to be very serendipitously at the right place at the right time to gather some very important information."

Bartlett and other panel members - who said that Congress will make the ultimate decision about how large the sub fleet is - also talked about the threat posed by China's growing navy, which includes a substantial submarine force. China is currently building 10 times as many submarines as the U.S., Bartlett said.

As for the Groton base, he said, "When you lose an asset like this, money won't buy it back."

At the press conference, Simmons was standing next to U.S. Rep. Thelma Drake, R-Va., whose state stands to gain if the Connecticut submarine base closes. The Pentagon has recommended that Groton's submarines and repair facilities be moved to Norfolk, Va., and Kings Bay, Ga.

Asked if the BRAC process pits states against each other, Simmons said, "We're at war. We can't afford to be divided for any reason, and the BRAC process is inherently divisive because it does pit one community against another. ...

"We're trying to preserve and protect something that we think is tremendously valuable," he said. "We're not trying to do harm to any other community."

For her part, Drake said that she would welcome the new people and additional jobs, but added, "What we want first and foremost is for the right decisions to be made for our military and the defense of our nation."

Rell and Blumenthal said the Defense Department greatly underestimated costs to clean up the base, and they said they look forward to presenting budget numbers to the Base Closure and Realignment Commission at a hearing scheduled for July 6 in Boston.

Edward Hadley, 68, a retired Navy submariner and Electric Boat technician who owns a bed and breakfast in Bozrah, attended the rally.

"I think it's a horrible thing," he said of the proposed closing.

The base and Electric Boat, which contributes to the manufacture of the Virginia class of submarines, provide a more solid local economy than the two casinos in southeast Connecticut, Hadley said.

AG says 1994 agreement requires feds to pay for base cleanup

The Associated Press (Hartford, CT)
Susan Haigh
June 15, 2005

Nine years ago, Connecticut hammered out an agreement with the federal government requiring the Department of Defense to clean up all the contamination on the U.S. Navy Submarine Base in Groton, Connecticut's attorney general said Tuesday.

That "federal facilities agreement," which is unique to the sub base, means DOD "can't leave it, or sell it or contain it; they have to clean it," Attorney General Richard Blumenthal told The Associated Press.

Blumenthal is questioning whether the Pentagon accounted for the agreement last month when it recommended closing the base.

"The Navy has plainly and blatantly based its closing projections on bogus assumptions," Blumenthal said. "There's no basis in fact or reality for its current cost projections for its cleanup, which it is obligated to do."

The Navy has pledged $23.9 million toward making the base clean enough for industrial uses once it is closed.

But Blumenthal said the 1994 agreement reached between the state, the Navy and Environmental Protection Agency requires the cleanup meet strict radiation standards that apply equally to industrial and residential areas. Many sites will be required to meet the residential standard for all contamination.

And Blumenthal believes Connecticut has the ability to go to court and enforce that agreement.

The U.S. Navy said it was reviewing the 1994 agreement and could not comment on Blumenthal's assertions.

Since it was opened in in 1868, the 575-acre submarine base in Groton has been a dumping ground for all sorts of chemicals, such as torpedo fuel, sulfuric acid, waste oil and incinerator ash.

Guard and Army Reserves report one weekend every month and two weeks every year. Six of those Reserve centers could be closed under the Department of Defense plan, and as many as seven Connecticut National Guard units could end up relocating, with Reserve and Guard members traveling to consolidated training centers.

Connecticut's armories are 57 years old on average, said Lt. Col. John Whitford, a spokesman for the Connecticut National Guard. National Guard officials have been pushing for an upgrade for a few years. "BRAC has kind of nudged it a little further," Colonel Whitford said.

No longer will local communities each have their own armory. Under the proposed plan, members of the Guard and Army Reserves would train at joint readiness centers with more room and new technology.

Local and national politicians said they were generally unconcerned about the few job losses that could result from the changes to the Reserve centers. Closings in New Haven, Middletown and Fairfield would cost an estimated 56 jobs, according to the Pentagon.

"We don't feel there's a real case to be made for some of the smaller ones they're seeking to consolidate," said Representative Christopher Shays, a Republican who represents Fairfield County. A Reserve center in Fairfield is scheduled for closure under the Pentagon plan, with estimated losses of 17 jobs.

"We're really making our case in Groton," Mr. Shays said.

BRAC details are still AWOL

Norwich Bulletin (Norwich, CT)
Ray Hackett
June 6, 2005

The unclassified documents the Pentagon released this weekend pertaining to its base closing recommendations still lack the critical data to explain how Norfolk Naval Station and Kings Bay Submarine Base scored higher in military value scores than the Groton submarine base.

"They're nibbling around the edges," Subase Realignment Coalition Chairman John Markowicz said Sunday after reviewing the latest information. "The key information still isn't being made public."

The Pentagon is recommending closing the Groton base, transferring its 18 fast attack submarines, support commands and submarine school to Kings Bay, Ga., and Norfolk, Va. Local leaders hoping to convince the independent Defense Base Closure and Realignment Commission to reverse that decision have complained loudly of the Pentagon's refusal to release the background data supporting that decision.

Under increasing pressure from Congress, the Department of Defense released hundreds of pages of documents Saturday, most of which contained information already available. Markowicz said the most interesting of the new documents were meeting minutes -- but even that information raises more questions than answers.

He cited two such meetings.

"At the Education and Training Group meeting," he said, "when they were discussing the recommendation to close New London, it was noted 'New England could be hit hard if all the Navy recommendations were followed.' But then it seems they just rubber stamped the recommendation."

Markowicz also noted at the April 14 meeting of the Industrial Cross Service Group, one month prior to the release of the base closing list, costs associated with closure were adjusted downward while savings were adjusted upward.

According to the transcript, the group adjusted the closing costs from $41 million as presented, to $28 million revised. Savings were revised to $44 million, up from the $15 million originally presented. And payback on investment, initially

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presented as five years, was revised to immediately.

"Some of it's curious, but it's too early to tell," Markowicz said. "It doesn't provide much additional information, but there is some interesting data."

Markowicz said he'll brief coalition members on the new data when the group meets this morning (Monday) to continue working on its formal presentation the BRAC Commission July 6 in Boston. He said he hopes congressional representatives will also have some additional information to offer based on a review of classified data released to members of Congress last week.

"Specifically, what have they discovered? I don't know," he said. "What I've been told is that there are 24 disks, and they're very difficult to sort through. There's no search function and some of the files they've tried to open won't open, so there are some technical problems to be worked out," he said.

"And it's classified," he added. "So how much can they even tell us, that I don't know either."

Fort Monroe's chances slim, experts say

Those involved in past base closings say Hampton shouldn't wait to begin planning for a shutdown.

Daily News (Newport News, VA)
Terry Scanlon
June 6, 2005

DENVER -- Veterans of earlier rounds of base closings say there's little chance that Fort Monroe and the other 32 major military bases slated for closure will remain open.

History, combined with changes to the base-closing process, means the Base Realignment and Closure Commission will probably accept most of the recommendations made last month by Secretary of Defense Donald Rumsfeld, said officials who have been involved in the process in past years.

"It's the base-closing commission," said James Gallagher, who worked on the staff of the BRAC commission in 1991 and 1993, "It's not the base-opening commission."

Officials from about 20 of the communities that face the likelihood of losing a military base, including Hampton, converged on the Colorado Convention Center over the weekend for an annual meeting of a group called An Association of Defense Communities. It includes public officials from former military towns as well as hundreds of consultants looking for work redeveloping former bases.

The base-closing process could go on for six months before a plan for closing some bases and shuffling missions among others gains approval from the closing commission, President Bush and Congress. But the weekend's message to local government officials was clear: Don't expect Rumsfeld's recommendations to change, and begin preparing for the future.

"Your ability to get off the list is incredibly limited," Aimee Houghton, who for 13 years was associate director of the nonprofit Center for Public Environmental Oversight, told a group of local officials. "So use this time right now to plan for your future."

Waiting to plan the redevelopment of the military base until after the closing process ends could hinder efforts to convert the abandoned base into private development.

Although development can't begin until the former base is cleared, to some degree, of pollution and unexploded bombs and bullets, cities across the country will be requesting federal money for the cleanup, environmental consultants say. The last ones to apply could have trouble getting it, which could cause lengthy delays in any redevelopment.

"Getting in line first can be the key to success or failure," said Kristie Reimer, a consultant with the environmental engineering firm LFR Levine Fricke.

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"I have voted against it since 1979," he said.

Lott said he will join Taylor and other state leaders to fight for Keesler, and to keep other installations intact and fully operational.

"We're going to do our best," Lott said. "We have been through three rounds, and not had a single base closed in Mississippi."

The Pentagon's plans also call for closing Naval Station Pascagoula.

Closing the submarine base in Groton won't just torpedo the economy in eastern Connecticut

Connecticut Post (Bridgeport, CT)
Rob Varnon and Marian Gail Brown
June 5, 2005

Closing the submarine base in Groton won't just torpedo the economy in eastern Connecticut. Collateral damage could spread to at least 70 businesses in the Greater Bridgeport area that have served as subcontractors for the base over the years.

The list of local businesses that have worked for the sub base includes manufacturers, architects, environmental consultants and even Bridgeport-based A Royal Flush, which makes portable toilets.

"The direct impact of the base closing is 8,000 jobs; but the indirect impact is probably double that," said Paul Timpanelli, president and chief executive officer of the Bridgeport Regional Business Council, which issued the list.

The U.S. Department of Defense in May announced its intention to close Connecticut's sub base, unless the Base Closure and Realignment Commission recommends keeping it open before Sept. 8. The commission toured the base on Tuesday and Wednesday.

Paul Kelley, vice president of Milford-based Alinabal Holdings, said the damage goes beyond Connecticut, "It's a New England problem."

The BRBC listed Alinabal, which makes components for engines, machinery and assembly lines, as one of the companies with base contracts. Kelley said his company gets one or two from the base a year. He added that because of its unique products, Alinabal would probably still get work from wherever the Pentagon locates the subs.

The real problem, he said, is that some of Alinabal's suppliers and customers, located throughout New England, are also major base suppliers that have only been able to remain in business because of Groton. Without the base, those companies will probably move or close, in which case Alinabal would face higher costs for transporting supplies into the area and also lose some business.

"It's not all doom and gloom," Kelley said. "Connecticut businesses aren't throwing in the towel."

He said there's enough brainpower in the state to survive the base closing, but it could be a difficult decade. Kelley put the odds of saving the base at one in ten.

What has some local businesses really worried is the fate of Electric Boat, which makes subs in Groton. Without the base, the question of whether EB will remain in Connecticut looms large for companies in the greater Bridgeport area.

At Beta Shim, which makes a variety of custom metal stampings, laminated sheets, custom shims and packaging for the military, aerospace and automotive industries, the news about Electric Boat's possible closure -- even if it is years down the line -- is already having an effect on the company.

Both Electric Boat and the DoD are customers of the $10 million Shelton manufacturing company. Currently, Electric Boat accounts for 5 percent of Beta Shim's revenues, and the DoD makes up an additional 20 percent of its orders.

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"With Electric Boat, we used to deal with them quite a bit a few years ago, then less so. But now we are back with them and we were looking to grow our business with Electric Boat -- double it -- to about 10 percent," Zachariah Pratt, vice president of manufacturing, said. "The impact on us [of Electric Boat closing or moving out of Connecticut] could be severe because Electric Boat is one of our clients we'd like to grow."

Add to that that the 31-year-old business that started out making shims -- a part that acts as a filler that allows other parts to connect -- has 74 employees and had designs to add some 20 additional positions this year. "We are still looking for additional space to expand, but as for the additional people, that's now on hold," said Pratt, who expressed a desire to see Electric Boat stay in Connecticut. But that hope, he said, is tempered by reality. "I think the [Connecticut] base will be closed. And when these government folks do these budget cuts, they pretty much have the ball already rolling, and they've pretty much made up their minds." Timpanelli said he, with the heads of chambers of commerce and business councils from all over the state, attended a summit last week with Lt. Gov. Kevin Sullivan to discuss what can be done to stop the closing.

The group learned that the economic impact of the base's closure won't be considered as a reason for keeping it open.

The business community, Timpanelli said, will be educating people on why the base remains a viable military installation. It includes the submarine school, a research facility and the actual base all in one place, he said. Timpanelli also noted that the port is protected from weather because of its location on Long Island Sound, and that it provides quick access to the Atlantic Ocean.

Sullivan reiterated Timpanelli's points Friday, adding that placing Groton on the closure list was a mistake and smacked of politics.

But Sullivan said it's not necessarily party politics at play, but instead the decision may be more about internal struggles within the Pentagon as different officers try to move the DOD in different directions.

According to Sullivan, it will take millions of dollars to recreate the type of facility that is in Groton somewhere else.

But Sullivan ultimately returned to economics when discussing the base's demise. He said the closure would cut "through the economy like a torpedo," and that no one in the state should be ignoring this.

Timpanelli, for his part, said that he wasn't very optimistic about the base's chances, until the meeting with Sullivan. Now, he said, he thinks the state has hope of winning the battle to keep it open.

NASA Langley Could Lose Researchers to BRAC

Daily Press (Newport News, Virginia)
Dave Schleck
June 5, 2005

The Base Realignment and Closure process that may close Fort Monroe and reorganize Fort Eustis also would affect Army employees who work at NASA Langley Research Center.

Under the BRAC recommendation, 46 civil servants and three military personnel who work at the Army Research Laboratory at Langley would move to Aberdeen Proving Ground in Maryland, according to Michael Fluharty, a spokesman for the lab.

Using space leased from NASA, researchers have been studying helicopter technology and aeronautics at Langley for about 35 years.

Their annual budget is about $6.5 million, Fluharty said.

The plan is to consolidate Army labs at different NASA field centers, including Glenn Research Center in Ohio.

The BRAC recommendations are not definite but they are not easily changed.

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facilities, a plan that it says could save $48.8 billion over 20 years.

The plan includes closing Red River Depot and Lone Star Ammunition Plant near Texarkana, Brooks City Base in San Antonio and Naval Station Ingleside near Corpus Christi. Several other changes are recommended at Texas military installations, including adding thousands of troops to Fort Bliss in El Paso.

The Pentagon judged the military value of the country's numerous military bases and training capacity was the Army's top criterion for judging that value, Edwards said.

"This wasn't just any factor. It was an essential factor that was part of the DOD recommendation to BRAC," Edwards said.

Edwards said the congressmen also questioned the Army's finding that Fort Hood is short 60,000 square feet in education center space. He said that tally doesn't take into account a multimillion-dollar technology center recently finished and that Central Texas College has 30,000 square feet of classroom space on the post.

Fort Hood was in Edwards' district before the Legislature redrew district boundaries in 2003. It is now in Carter's district.

Local News Articles

Base Fight Hampered By Lack Of Data, Officials Say
Defense Dept., Navy Accused Of Withholding Information On Decision To Close Sub Base
New London Day (New London, CT)
By Robert A. Hamilton
May 24, 2005

New London — Officials working to save the Naval Submarine Base in Groton have condemned the Navy and Department of Defense for withholding information on how the decision to close the base was reached.

Ten days after the Pentagon proposed closing the base to save $1.5 billion over 20 years, the Navy has released only limited information, and that seems to indicate that there are problems with the Navy analysis of which bases to close, officials said.

About 50 pages of supporting material released to the state's congressional delegation on Friday showed that the Groton base ranked 14th of 29 nationally in terms of military value. But 12 bases ranked lower will be kept open.

Naval Station Newport in Rhode Island ranked eight places lower than Groton and has no active ships homeported there, but still survived the cut, noted John C. Markowicz, chairman of the Subase Realignment Coalition, a grassroots group trying to save the Groton sub base.

"We have done some preliminary analysis that says this is a repeat of '93, but we need more data before we can prove that," Markowicz said.

In 1993 the coalition found so many flaws in a Navy recommendation to close the base in Groton that the Base Realignment and Closure, or BRAC, panel voted to keep it open.

Markowicz noted that the BRAC panel is at the same disadvantage as the save-the-base proponents.

"At some point, if this continues, I think the BRAC commission should convene a meeting, vote down the list, and go home," Markowicz said. "That's certainly an option."

U.S. Sens. Christopher J. Dodd and Joseph I. Lieberman, both D-Conn., and U.S. Rep. Rob Simmons, R-2nd District, dispatched a letter to Navy Secretary Gordon R. England on Monday requesting a large volume of material in addition to the 50 pages released last week.

"The first delivery of BRAC data from the Navy last week fell far short of what we need and deserve to make a fair case for saving the New London sub base," Lieberman said. "We are again asking for the Navy secretary to fully disclose so that we can make our defense."

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Dodd agreed: "Sub Base New London is a critically important component of our national defense. It is vital that we have all of the relevant data related to this decision. I intend to work to ensure that no stone goes unturned when it comes to obtaining the data behind this decision."

Simmons said the information should have been provided when the closure list was released because of the tight timeline facing save-the-base proponents. The BRAC commissioners are scheduled to visit Groton June 1 and there will be a hearing July 6 in Boston.

"I question the fairness of a process when we are severely constrained by the schedule and we can't get the data," Simmons said.

He said the Pentagon has tried to justify the delay by claiming it has had to remove all classified information from the data, but he noted the Pentagon has been reviewing the information for two years and should have completed that task long ago.

"This process is supposed to be open, fair and transparent — how can you have transparency when there are security issues?" Simmons asked.

He also noted that during a hearing before the Defense Base Closure and Realignment Commission, as the group is formally known, England and the Chief of Naval Operations, Adm. Vernon Clark, promised to provide affected communities access to the staff who made the decision.

"That's something we need to make note of, and be prepared to follow up on," Simmons said. "We need to talk to these people when we finally have the data in hand."

Markowicz said that with the commission visit scheduled for next week, there is barely enough time to review what the Pentagon said was millions of pieces of information that led to its decisions.

"We won't have enough time to understand it and determine if there were any issues with regard to how this decision was reached," Markowicz said. But he said he already sees one national security issue regarding the Pentagon recommendations.

Markowicz said the Pentagon would shut down the Groton base and the Portsmouth Naval Shipyard in Kittery, Maine, and pull all the planes out of Naval Air Station Brunswick, Maine.

"You really want the United States Navy to pull completely out of New England?" Markowicz said. "That's what they're doing. ... The only thing they'll have left is a surface naval station in Newport that has no ships."

Politics Can Lead To Balancing Act In Base Closings

Members of Congress support closing installations - as long as their own districts aren't hurt.

Newport News Daily Press (Newport News, VA)
David Lerman
May 25, 2005

WASHINGTON -- When the Pentagon announced its recommendations for military base closures, Virginia Rep. J. Randy Forbes emerged a big winner.

As a result of base closures elsewhere, Fort Lee, near Petersburg, stands to gain more than 7,300 jobs - a major economic boost for the district Forbes represents.

"Our plan was well-strategized and well-implemented," Forbes said in a written statement taking credit for the expansion. "Today we reap the benefits."

But if the Chesapeake Republican had gotten his way, the growth at Fort Lee would never have been possible.

Forbes was an early, vocal opponent of the base closure initiative, which would close or

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DCN: 11624

Partisans React Swiftly to Base-Closing List
Congressional Quarterly
Gregory L. Giroux

The military base closings recommended by the Department of Defense on May 13 are not a devastating political setback — at least not yet — for the members of Congress from competitive states and districts whose constituents are now bracing for cutbacks.
After all, the department's list of installations that should be closed or scaled back will be reviewed by an independent commission later this year, then forwarded for President Bush's consideration.
Still, the base-closing list was swiftly denounced by members of Congress who are potentially vulnerable in next year's midterm elections and represent districts or states with bases on the list. And some party officials — even at this early stage — did not hesitate to use the list as a political weapon.
As they gear up for their re-election campaigns, the affected members of Congress will need to demonstrate to voters back home that they have enough clout in Washington to ward off defense-related cutbacks — or at least they tried. And because these job losses are the result of action by federal officials — and not of the ebb and flow of the business cycle — voters may view the upcoming vetting and revision of the base-closing list as a test of their elected officials' effectiveness.
Perhaps no member of Congress condemned the Defense Department's list more strongly than Republican Rob Simmons, whose 2nd District in eastern Connecticut includes a submarine base in New London that was recommended for closure. That installation, which would lose more than 8,000 military and civilian jobs, took the biggest hit of any facility.
Simmons' district also is a Democratic-leaning, working-class area that has experienced economic struggles — and has relied on the defense industry as a bulwark.
During a 2004 re-election campaign he eventually won by 8 percentage points, Simmons regularly brandished his seniority as vital to protecting the submarine base. Just four days before the election, Simmons appeared at the base with Duncan Hunter, R-Calif., the chairman of the House Armed Services Committee, who said that he would recommend to Defense Secretary Donald H. Rumsfeld that the facility remain open.
Simmons said in a May 13 statement that he was "outraged" by the Defense Department's recommendation, and he vowed to use his seat on the Armed Services Committee to be "actively involved in the fight to reverse the Pentagon's . . . recommendations."
Simmons will get bipartisan assistance, and maybe some political cover, from Democratic Sens. Joseph I. Lieberman, who is a strong favorite for re-election next year, and Christopher J. Dodd, both of Connecticut.
The proposed closing of the New London facility also could have political repercussions for Sen. Lincoln Chafee, R-R.I. Many of his constituents work at the facility. Chafee, a rare Republican in staunchly Democratic Rhode Island, faces a difficult re-election battle against either Rhode Island Secretary of State Matt Brown or former state Attorney General Sheldon Whitehouse.
Still, Chafee's state came out overall as a winner: the Defense Department recommended adding more than 500 jobs to the naval station in Newport.
Senator Joseph I. Lieberman, Democrat of Connecticut, attacked the Pentagon's plan to close the base in Groton, a submarine base since 1916 that stands to lose more than 8,000 military and civilian jobs.
"It is shortsighted," Mr. Lieberman said in a statement. "It is cruel and unusual punishment that Connecticut does not deserve and our national security cannot afford."
Lawmakers and local officials in Maine, one of the hardest-hit states with three closings, including the Portsmouth Naval Shipyard, vowed to challenge the Pentagon's plans that would cost nearly 7,000 military and civilian jobs.

"In arriving at these inexplicable decisions, the Defense Department and the Navy must have been operating in a fog so thick they couldn't even see the facts in front of them," said Senator Olympia J. Snowe, Republican of Maine.
The list called for shutting the Naval Submarine Base New London in Groton, Conn., the state's single major military installation and one of its prime economic pillars. By the Pentagon's calculations, closing the naval base would eliminate nearly 8,500 military and civilian jobs.
The Pentagon also recommended closing three of Connecticut's Army Reserve stations and scaling back the Air Guard Station at Bradley International Airport. In all, the recommended measures would cost Connecticut 8,586 jobs, the highest tally of any state, according to Pentagon calculations.
Senator Joseph I. Lieberman of Connecticut said the Pentagon's decision to close the naval base was "cruel and unusual punishment that Connecticut does not deserve."
For decades, the naval base and the nearby Electric Boat shipyard have been mainstays of the Connecticut economy, and by the early 1990's, the cluster of defense industries in southeastern Connecticut was perhaps the single largest employer in the region, said John Markowicz, chairman of the Subase Realignment Coalition, which is made up of business and government officials who have been campaigning to keep the base open.
Since then, the defense work force there has been slashed and surpassed in numbers by the casino industry's. But a study released this month by Gov. M. Jodi Rell said that the naval base, a related submarine school and a shipyard still contribute about $3.3 billion to the state's economy and support 31,500 jobs.
Bases located in the red states can be expanded more easily if more land is needed without causing any territorial conflicts between the military and surrounding civilian areas, Cole said.
The bases that the military wants to keep, like Fort Bliss in Texas and Fort Bragg in North Carolina, can also be expanded so they can incorporate more of the duties that were done at many of the bases that are being recommended for closure, Cole said.
The military also wants to have less personnel, which is often the biggest drain on the Defense Department's budget. The best way to achieve that is to build smaller vehicles, ships and equipment that require less people to operate them, Cole said. The Navy's drive to build its new DDX destroyer is a good example, he added.
When the decision was made to put Portsmouth Naval Shipyard on the BRAC list this week, Cole said it was simply because the facility, no matter how well it performs its work, just doesn't fit into the military's future plans.
"It's a politically blind process," said Cole of this BRAC round and previous BRAC rounds that he has studied.
If all 180 bases put on the BRAC list Friday are eliminated, the nation would be left with 245 bases. When asked if he believes any future BRAC rounds will happen if the Defense Department accomplishes its goals with this round, Cole replied, "It really depends wholly on the sentiment of Congress" because they authorize each BRAC round.
The Navy has yet to propose any kind of schedule for closing the Portsmouth Naval Shipyard. By law, the Navy must begin closing it no more than two years after the list is certified, and it must finish the job within six years. Under that schedule, the shipyard's gates could stay open until November 2011.

5/20
HARTFORD — Gov. M. Jodi Rell's top commissioners Wednesday began poring over a federal report that recommends closing the Groton submarine base, hoping to find fault with the Pentagon's decision-making process.

The state's environmental commissioner, Gina McCarthy, is already questioning the government's $23 million estimated price tag for cleaning up the base. McCarthy said that

amount would not cover the remediation costs for an estimated 29 contaminated sites on the sprawling 300-acre property.

"It will be staggering to see how you can come up with a $23 million figure," McCarthy said.

Rell has appointed the commissioners of nine state agencies to a new "strike force." The group held its first meeting Wednesday. Each agency will be charged with attacking a specific issue involved in the decision to close the base.

Four Connecticut military bases are on the Pentagon's list of proposed closures. Besides the U.S. Naval Submarine Base in Groton, federal authorities are recommending closing the Sgt. Libby U.S. Army Reserve Center in New Haven, Turner U.S. Army Reserve Center in Fairfield and the U.S. Army Reserve Center Maintenance Support Facility in Middletown. The Bradley International Airport Air Guard Station would be realigned.

The proposed actions would affect nearly 8,600 Connecticut jobs, nearly all of them from the Groton base.

Brig. Gen. Thaddeus Martin, interim adjutant general of the Connecticut National Guard, said there is a good argument to be made in keeping the Bradley Guard station intact. He said it is the single largest facility on the East Coast that supports A-10 aircraft.

"We're very optimistic that when we get our hands on the specific data, we can identify the shortfall that was missed by the BRAC (Base Realignment and Closure Commission) committee and correct that error and roll back in with a force of 18 A-10s aircraft assigned to Bradley," Martin said.

Rell said her staff has still not received the data behind the Department of Defense's closure proposals. She said she expects her staff to look through that information with "a fine tooth comb."

In the meantime, she wants her strike force to look at the information used to promote other Navy bases in Virginia and Georgia and see if any data are incorrect.

Rell has also instructed the state Department of Labor to look at the impact of job losses from the base closures, including estimated unemployment compensation costs and the ability of displaced workers to find new jobs.

The Department of Transportation is examining whether the state needs to invest millions of dollars to make capital improvements to the New London port area, while the Connecticut Development Authority is looking into whether there is available funding to improve the base.

"We know closing the sub base is a mistake and there are some hopeful signs that people in high places in Washington feel the same way — but the BRAC Commission is going to make its decision on cold, hard facts," Rell said. "The job of this strike force is to come up with those facts."

The BRAC will hold public hearings before presenting its recommendations to President Bush by Sept.

NAS Brunswick: BNAS would lose 2,420 jobs, most of them military, representing about half the base's active-duty military personnel. Brunswick's aircraft would be sent to Jacksonville Naval Air Station in Florida. Cutbacks at the Brunswick Naval Air Station could happen more quickly because the base's fleet of P-3 Orion aircraft can be easily taken out of service or moved to another air base, Pike said. But closing a nuclear-certified shipyard would take years, and it would be done in stages.

Maine: Associated Press
Glenn Adams
May 18, 2005

AUGUSTA, Maine — Preparing for "a major battle," Gov. John Baldacci said he will meet Thursday with members of Maine and New Hampshire congressional delegations to sketch out a coordinated plan to fight the base closure proposals facing three communities. Baldacci on Wednesday outlined the next step in an effort to head off the Pentagon´s planned closing of Portsmouth Naval Shipyard in Kittery and Defense Finance and Accounting Center in Limestone, and reduction in the Brunswick Naval Air Station´s mission and employment.The combined effect could be a loss of nearly 12,000 direct and indirect jobs.Baldacci said he wants a coordinated campaign with the affected communities unified under the state´s umbrella, working closely with the state´s four-member congressional delegation to turn around the curtailment plan. "You don´t want divisions, you don´t want factions," the governor said, adding that Maine´s delegation of U.S. senators and congressmen will lead the effort."What I´m trying to do is get Maine organized. This is a major battle," Baldacci said. Hundreds of New Hampshire workers could be affected by the Kittery shipyard´s closing, and representatives of the four members of New Hampshire´s congressional delegation said the delegation planned to be at Thursday´s meeting in Washington. New Hampshire Gov. John Lynch said he planned to listen in to the meeting by telephone. Baldacci said the meeting was not intended to delve into details the Pentagon used in justifying its proposed curtailments, which will be reviewed by the Base Realignment and Closure Commission before it makes final recommendations to President Bush by Sept. 8. If Bush accepts the panel´s list, it will go to Congress for final consideration before the end of the year. "This is an organizational plan for how Maine ... and New Hampshire are going to approach the issue," said Baldacci.

Baldacci met informally with reporters a day after he presented preliminary figures showing the potential economic impact of the curtailments could add up to $465 million in direct and indirect losses annually. The governor said Defense Department grants have been approved to help the affected communities adjust to pending closures or reductions. Kittery was due to receive $175,000, Brunswick $150,000, and the Limestone area could become eligible for grants because of the possible DFAS closing, Baldacci said. In addition, the state may be eligible to receive another $1 million in U.S. Labor Department funds. The money is to be used to better understand labor market impacts, and not for job training. Maine and New Hampshire´s governors and their respective congressional leaders spent an hour Thursday in a strategy session devoted to the fight to keep the Portsmouth Naval Shipyard open.
The strategy focuses on showing that the Defense Department used a flawed analysis in putting the shipyard on the list of proposed base closings nationwide. The Pentagon deviated from base-closing guidelines established by the Base Realignment and Closure Commission, delegation members said in a prepared statement.
The delegation further said it is "growing increasingly impatient" with the Defense Department´s delay in releasing the set of data it used to justify its recommendations, saying

the department owes the affected communities an explanation for its reasoning in reaching its proposals.
Thursday´s meeting in Washington was attended by the states´ senators and U.S. representatives, and Maine Gov. John Baldacci. New Hampshire Gov. John Lynch listened in by telephone from Concord, N.H.
"We do not have the data that the Department of Defense relied on in putting the shipyard on the list but we do have reason to believe ... that the Department of Defense may have significantly understated the cost of closure," Lynch said after the meeting.
Lynch said cost was a factor in determining which bases should close. If the projected cost is incorrect, it provides another argument for removing the shipyard from the list, he said.
Decommissioning a nuclear facility and dealing with potential contamination issues would be costly, Lynch noted. If the federal figures are wrong, this could provide added ammunition in the fight to keep the shipyard open.
Lynch, Baldacci and the two states´ congressional leaders also plan to divide responsibility for making the case for the importance of the base to national security.
Last week, the Pentagon proposed closing the shipyard. It also proposed closing the Defense Finance and Accounting Center in Limestone, and reducing the Brunswick Naval Air Station´s mission and employment.
The combined effect could be a loss of nearly 12,000 direct and indirect jobs in Maine alone.
The Base Realignment and Closure Commission will review the list before it makes final recommendations to President Bush by Sept. 8. If Bush accepts the panel´s list, it will go to Congress for final consideration before the end of the year.
"We are going to divide up the list of commissioners and each of us will be responsible for contacting a commissioner," Lynch said. "We don´t know at this point exactly when the commissioners or a commissioner will visit the shipyard, but it could happen sometime in the next couple weeks."
In addition, congressional leaders will be trying to get hold of the Department of Defense analysis and supporting data.
Also on Thursday, Maine and New Hampshire´s senators joined others from South Dakota, Arkansas and Mississippi _ states where major facilities are in jeopardy _ in introducing a bill to delay the base closings until the return of most troops from Iraq and the release of reports on the impact of closing bases.
Congressional efforts to halt the base closings are considered long shots. The president and congressional leaders all support closing bases.
"The Department of Defense seems to have thrown the idea of cost out the window because Portsmouth is the naval shipyard that does the work for the lowest cost and it gets the ships back out into the water sooner," Sununu said. "You just don´t close the best performing shipyard first."

By KIRK SEMPLE
Published: May 16, 2005

GROTON, Conn., May 15 - This is not where John Markowicz expected to be this Sunday afternoon: behind his office desk, poring over stacks of Pentagon documents and trying to make sense of the government's recommendation that the Navy's historic submarine base here on the east bank of the Thames River be closed for good.

For the past two years, Mr. Markowicz, a Navy veteran himself and a former chief engineer of a fast attack nuclear submarine, has led a coalition of government and civic groups from the Groton area in an unsuccessful campaign to keep the base off the Pentagon's newest list of recommended base closings, which was announced on Friday.

The closing of the base - it is officially called the United States Naval Submarine Base New London - would mean the loss of about 8,460 military jobs and possibly thousands more in the surrounding community, according to the Pentagon's calculations. It represented the single biggest loss of military jobs at any base on the list; Connecticut as a whole would lose 8,586 military jobs, the largest tally of any state.

The Pentagon said that by shutting the base and shifting its fleet of 18 fast attack subs elsewhere, including bases in Norfolk, Va., and Kings Bay, Ga., it would eventually save $1.6 billion over 20 years.

"I never guessed it would be closure," Mr. Markowicz, chairman of the Subase Realignment Coalition, said in an interview. "I'm in my office on a Sunday. That says it all, doesn't it?"

The announcement stunned this Navy town, which has been home to the submarine base for nearly a century and calls itself the Submarine Capital of the World. Residents have been grappling with the news with a mixture of emotions ranging from engaged anger to blithe denial.

"People are still in disbelief," said Richard Brown, 53, a resident of Groton since 1980 and an employee at a local firm that makes parts for aircraft engines. "They don't believe they're going to do it, probably because they don't want to think about what's going to happen."

The Pentagon's list of recommendations is not final. It is under review by the Base Realignment and Closure Commission, or BRAC, which can add or subtract bases from the list during the next several months before submitting it to President Bush and Congress for approval.

Everyone here agrees that to close the base would most likely mean the collapse of the local economy and the rending of the community's social fabric.

Base employees and their families keep afloat the businesses along neighboring Route 12: the convenience stores, chain supermarkets, restaurants, gas stations and tattoo parlors. Navy families fill entire housing subdivisions here. They hang out in the downtown commercial district of New London across the river and at the mall in Waterford. Three of Groton's nine elementary schools are almost entirely populated with Navy children.

Two mammoth casinos, Mohegan Sun in Uncasville and Foxwoods in Mashantucket, help prop up the regional economy, but residents say they will not be able to replace the social and economic value of the base.

"We don't know what's going to happen," said Ron, 55, a retired Navy electronics technician who, as a civilian contractor, now repairs computer simulators on the base. Standing outside the Navy Exchange Dolphin Mart Convenience Store off Route 12, he gave only his first name for fear that speaking publicly might annoy his bosses; several other base employees, military and civilian, said they were under orders not to speak to the news media without permission from their superiors.

Ron said he worried the most about older civilians who depend on the base for their livelihood and would find it particularly difficult to move. "It's hard to start over again," he said. "But I'm afraid what the economy will be like around here. It'll be hard to find jobs."

The same kind of fear and anxiety is rippling through military communities across the country. The Pentagon recommended closing nearly 180 military installations and offices, including 33 big bases like Groton's.

But residents here feel that few other military communities on the Pentagon's list have the long history of the base or a similar claim to a tradition of military importance.

The property began as a naval base in 1872 and became a submarine base in 1916. After World War I, the base became a submarine training and warfare research center. Electric Boat, a private company nearby, began building submarines in 1934, helping to establish Groton as a world submarine center. The world's first nuclear-powered submarine, the Nautilus, was built at the shipyard and was christened in 1954 by Mamie Eisenhower.

By the early 1990's, about 40,000 people were employed in the defense industry in Groton, according to Mr. Markowicz: half of them were employed by the base and the rest worked for Electric Boat. But since the end of the Cold War, the work force in the Groton defense industry has been cut in half. (Electric Boat has said it does not plan to leave even if the naval base closes.)

In the 1991 round of base closings, the Pentagon successfully recommended the closing of half the Naval Underseas Warfare Laboratory here. In 1993, half the submarine base was listed for closing, but it was spared in the face of a lobby led by the region's government and civic leaders. In 1995, the remaining half of the warfare laboratory was cut.

According to Mr. Markowicz, this could be the hardest fight of all. He and other advocates must now convincingly argue that the Pentagon's financial calculations were faulty and the military value of the base was underestimated.

His group has saved about $150,000 in state money to press its case, and he says that Gov. M. Jodi Rell has promised more. "She said she'd do whatever it takes," he said.

Mr. Markowicz, who also is also executive director of an regional economic development agency, was asked how he felt entering what looked to be a grueling four-month endgame. He drew from his experience as a submariner.

"I'm looking at what I consider equivalent to a four-month deployment to the Western Pacific on a fast attack nuclear submarine," he said evenly. "I've been there before. You're pretty much going to work around the clock with some of your closest friends. You hope to return from the mission very successful."

Similarly, Naval Station Norfolk would gain 2,800 jobs under Rumsfeld's plan, partly because of the proposed closure of a submarine base in Groton, Conn. If that base is saved, Norfolk presumably would lose jobs - and subs - that would otherwise be transferred there.
Michael Wynne - undersecretary of defense for acquisition, technology and logistics - defended the closure decisions, saying a shrinking submarine fleet requires consolidations. Today's fleet of about 58 attack submarines could be cut to as few as 41 over the next 30 years, a preliminary Navy shipbuilding plan released in March indicated.
Our nuclear submarine fleet is not growing. It's diminishing," Wynne said. While the Maine shipyard performs admirably, he said, Norfolk Naval Shipyard can easily fill the gap.

"They have personnel down there that are trained in nuclear repair," he said. "There is talent available in that field."

The Navy wanted to consolidate its East Coast submarines bases to two locations, Wynne said, and the bases in Norfolk and Kings Bay, Ga., "outperformed" the base in Groton, Conn. He didn't elaborate.

15-Jun: Baseball took on new meaning Tuesday as the Norwich Navigators opened their gates for a free game and a rally for residents of eastern Connecticut in support of the threatened submarine base at Groton.

Gov. M. Jodi Rell led a crowd of about 1,500 in a chant of "save our base" just before the Norwich Navigators faced off against the Altoona Curve at the Sen. Thomas J. Dodd Memorial Stadium in Norwich.

"I don't think the Defense Department knew who they were dealing with when they took on southeast Connecticut," Rell told the cheering crowd.

The Pentagon has recommended closing the submarine base, which is the Navy's oldest. If approved, the closing would lead to the loss of nearly 8,600 jobs - more than in any other state. Economists estimate it would cost the state economy billions of dollars.

Lou DiBella, the owner of the Navigators, gave the governor a field base signed by the team as a show of support for the effort to keep the sub base open.

State Attorney General Richard Blumenthal also rallied the crowd, asking, "Are we going to win this fight?" The crowd roared back its approval.

"There's no issue more critical to the economic future of our state and our nation's defense and this kind of very powerful statement by the people here today," he said.

Rell and Blumenthal said the Defense Department greatly underestimated costs to clean up the base, and they said they look forward to presenting budget numbers to the Base Closure and Realignment Commission at a hearing scheduled for July 6 in Boston.

Edward Hadley, 68, a retired Navy submariner and Electric Boat technician who owns a bed and breakfast in Bozrah, attended the rally.

"I think it's a horrible thing," he said of the proposed closing.

The base and Electric Boat, which contributes to the manufacture of the Virginia class of submarines, provide a more solid local economy than the two casinos in southeast Connecticut, Hadley said.

AG says 1994 agreement requires feds to pay for base cleanup
The Associated Press (Hartford, CT)
Susan Haigh
June 15, 2005

Nine years ago, Connecticut hammered out an agreement with the federal government requiring the Department of Defense to clean up all the contamination on the U.S. Navy Submarine Base in Groton, Connecticut's attorney general said Tuesday.

That "federal facilities agreement," which is unique to the sub base, means DOD "can't leave it, or sell it or contain it; they have to clean it," Attorney General Richard Blumenthal told The Associated Press.

Blumenthal is questioning whether the Pentagon accounted for the agreement last month when it recommended closing the base.

"The Navy has plainly and blatantly based its closing projections on bogus assumptions," Blumenthal said. "There's no basis in fact or reality for its current cost projections for its cleanup, which it is obligated to do."

The Navy has pledged $23.9 million toward making the base clean enough for industrial uses once it is closed.

But Blumenthal said the 1994 agreement reached between the state, the Navy and Environmental Protection Agency requires the cleanup meet strict radiation standards that apply equally to industrial and residential areas. Many sites will be required to meet the residential standard for all contamination.

And Blumenthal believes Connecticut has the ability to go to court and enforce that agreement.

The U.S. Navy said it was reviewing the 1994 agreement and could not comment on Blumenthal's assertions.

Since it was opened in in 1868, the 575-acre submarine base in Groton has been a dumping ground for all sorts of chemicals, such as torpedo fuel, sulfuric acid, waste oil and incinerator ash.

The Navy has already spent $57.6 million cleaning the base, which is also a Superfund site. But few sites on the complex have been sanitized enough for residential use.

Blumenthal said the Navy also failed to take into account the cost of cleaning up any radioactive waste that might have been produced at the base, which houses nuclear submarines.

State officials hope they can persuade the independent Base Closure and Realignment Commission that it makes more sense to keep the military base open than to foot the bill for the true cleanup costs, which they say could easily climb by tens of millions of dollars.

Environmental restoration is one eight selection criteria used by the Pentagon when it chose which bases to close. John Markowicz, the head of a regional coalition to save base, said the BRAC commissioners must determine whether the Pentagon "substantially deviated" from that criteria when it recommended closing the Groton base.

If the federal government has ignored the 1994 federal facilities agreement with Connecticut, Markowicz said he believes that could constitute a "substantial deviation" from the criteria. An under-calculation of clean up costs could bode well for Groton's fate, he said.

"Let's put a real number out there," Markowitz said of the estimated cleanup costs.

Blumenthal has written to U.S. Sens. Joseph I. Lieberman, D-Conn., and Susan M. Collins, R-Me., asking them to subpoena certain documents that prove the U.S. Navy knew it underestimated the cost of closing the Groton base.

Analysts promise fairness Commission to decide if 130th Airlift Wing will remain here

Charleston Daily Mail (Charleston, WV)
Allison Barker
June 14, 2005

Analysts with the Base Realignment and Closure Commission who are reviewing whether the West Virginia National Guard's 130th Airlift Wing should lose its aircraft have promised the state's congressional delegation, the governor and others to conduct a fair evaluation

"Our job is to make sure we take a good impartial look at every one of the recommendations," Capt. Dave Van Saun, the commission's chief analyst, said. "That's why we're traveling across the country right now.

"There are eight separate criteria that have been established. The main criteria is military value."

The Department of Defense has recommended stripping the 130th of its eight C-130 Hercules turboprops and transferring them to Pope Air Force Base near Fayetteville, N.C.

The recommendation is part of a national plan to close 33 major bases and downsize 29 others. It aims to save $ 48.8 billion over 20 years by eliminating redundant and inefficient facilities and promoting cooperation among the Army, Navy, Air Force and Marine Corps.

The recommendation said the Charleston unit based at Yeager Airport did not have enough space to accommodate an operational force of 16 planes.

"The numbers in the report said you have room for eight aircraft. You clearly have room for 12, actually, 13," Van Saun said after the analysts attended a briefing with West Virginia officials.

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looking for residences nearby. Catellus and Kearney have sold 13 acres from the land swap to Centex Homes, which is building the first of 280 condos scheduled to open later this year.

The airbase had long been considered one of the state's military sites most vulnerable to closure. Operations could have been shifted to Colorado Springs, Colo. Local supporters argued that such a move would probably strip the program of most of its experienced civilian scientists because they would be reluctant to leave Southern California.

The base narrowly avoided closure during a round of cuts in 1995, and the next year a survey found that it fell short of seismic safety standards. Keeping the buildings cool and operating properly was also a headache.

"They are supposed to be concentrating on rocket science, not fixing air conditioners," McDowell said.

The plan to trade surplus land for new offices was devised by former base commander Lt. Gen. Eugene Tattini and former Rep. Steven Kuykendall. Government regulations didn't allow such a swap, so Kuykendall, an ex-Marine and member of the Armed Services Committee, wrote special legislation that passed in 2001.

"You had an Air Force base with four pieces of property ... in three different sites, and what they needed was one property with a half a million square feet of office space that met today's [earthquake] standards," Kuykendall said.

Six developers submitted proposals to construct offices and a day-care center on 52 acres of government property along Aviation Boulevard. In exchange, the developers would get the existing 42-acre base, 13 acres a few blocks south in Hawthorne and a 3.7-acre site in Sun Valley that once was home to the Armed Forces Radio and Television Service's broadcast center.

The winning development team was a partnership led by Century City-based Kearny and Catellus, a San Francisco real estate investment trust. Last week, Catellus agreed to be acquired by ProLogis in a $3.6-billion deal.

Catellus rarely works with partners, but Jeff Dritley, Kearney's managing partner, suggested the two companies team up. Even though Catellus owns and operates 40.6 million square feet of commercial real estate, it wouldn't have done the project alone, said Charlie McPhee, executive vice president.

"This is so big and so complicated," Dritley said. "To have a partner to share the risk and divide the tasks with was critical to our success."

Both companies have built large projects. Among Kearny's developments are the $56-million transformation of a former Xerox office facility in Pasadena into a corporate park and the $150-million mixed-use Grand Avenue Corporate Center in El Segundo. Catellus' projects include a 588-acre former Kaiser steel mill in San Bernardino County and development around Union Station in downtown Los Angeles.

The land the development team receives in exchange for building the new facilities will be sold to condo developers for about $80 million, Dritley said. In addition, the city of Hawthorne and Los Angeles County pledged to give the developers $25 million collected from future property taxes on the new condos. And the Air Force will pay $10 million in rent before taking ownership of the new office site, he said.

Dritley estimated that the partnership would realize a profit of about 10% on the deal.

"It is possible for the military to be a very good steward of its assets," Kuykendall said. "The rest of the government ought to look at doing something like it."

Connecticut hires Washington firm to lobby for submarine base

The Associated Press State & Local Wire
(Groton, CT)
Lolita C. Baldor
June 17, 2005

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The state of Connecticut is hiring a Washington lobbying group to bolster its defense of the submarine base in Groton, which has been targeted for closure by the Defense Department.

At a meeting Thursday, members of the state's congressional delegation said Gov. M. Jodi Rell has tapped The Washington Group, a high-powered firm headed by former New York Republican Congresswoman Susan Molinari.

The lobbyists, said Rep. Rob Simmons, R-Conn., will help state officials develop their presentation to the base closing commission, which will review the New England recommendations at a hearing in Boston on July 6. The governor's office did not immediately know how much the state will pay for the firm's services, and said the final contract language is being negotiated.

The state is also considering offers for additional help from a number of military experts, including retired Vice Adm. Al Konetzni, who served as commander of the Navy's submarine forces in the Pacific Fleet, and would be a strong advocate for the Groton base.

Simmons also said he plans to travel Friday to Naval Submarine Base Kings Bay in Georgia, where the Pentagon has proposed moving the submarine school currently located at Naval Submarine Base New London, which is in Groton. Naval officials in Georgia will give him a tour of the facility so he can "get a feel for the base, look at the piers, kick the tires and check the surge capacity," said Simmons.

The members of Congress and state Attorney General Richard Blumenthal met for about an hour in the U.S. Capitol Thursday morning mapping out strategy to overturn the Pentagon's recommendation, while Rell participated by phone. Sen. Christopher J. Dodd, D-Conn., said the politicians will probably play a limited role in the July hearing. The politicians will leave the major presentations up to experts who will be better able to address the base's military value and any problems with the data used by the Pentagon to back up its decision to shut down the base, he said.

Each state will have two hours to make its presentation to the members of the Base Closure and Realignment Commission.

The recommended closure of the Groton base, which would take place between 2006 and 2011, and would shift much of the facilities, vessels and people from Connecticut to Kings Bay and Naval Station Norfolk on the Virginia coast.

Connecticut lawmakers have argued that the costs of shutting down the base and moving the submarine school have been largely underestimated, and that the military value of the Groton base has also been miscalculated.

The Pentagon said the estimated cost of the entire move - which also will include shifts to several other smaller facilities - is $679 million.

Connecticut was hit the hardest by the Pentagon's base closing recommendations, absorbing about 8,600 proposed job losses - nearly 30 percent of the net national job cuts that would result from the closure plan announced May 13.

Clock ticks on BRAC decision for base in Clovis, N.M.

The Associated Press State & Local Wire
(Clovis, NM)
Greg Cunningham
June 16, 2005

CLOVIS, N.M. -- 10...9...8...

Every day, the calendar on the door of the Clovis/Curry County Chamber of Commerce gets thinner while the tension in the Clovis air gets thicker.

7...6...5...

Each day, a staff member from the chamber of commerce peels off another sheet from the calendar, advancing the countdown one step closer to the day that will determine the fate of

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relations for the Mayor's Military Advisory Committee of Greater New Orleans.

Additionally, at least 20,000 bumper stickers have been printed, along with 600 campaign-like signs, 250 hand-held signs and four billboards, Polo said.

At least $125,000 has been donated to the effort by the ADD and the New Orleans Business Council, officials said.

A larger number of BRAC commissioners will be in New Orleans July 12 for a regional hearing, during which city officials will propose a plan to turn the base into a "federal city," said retired Marine Corps Maj. Gen. David Mize, chairman of the Mayor's Military Advisory Committee.

Under the proposed federal city plan, military and homeland security agencies would be consolidated at the Algiers portion of Naval Support Activity in a campus that could cost up to $200 million, paid for largely with state bond money. The Bywater portion of the base would be closed.

Officials will ask the commission to vote to keep the base open so the federal city can be built, Mize said.

"We have a pretty good case to make," Mize said. "There are no guarantees."

New London must be trying everything

Whale-protection Rules Pose Challenge For Kings Bay Sub Plan
New London Day (New London, CT)
Judy Benson
June 17, 2005

The Pentagon's proposal to close the Naval Submarine Base in Groton and move some of the 17 submarines berthed there to Kings Bay, Ga., could pose challenges as new rules are implemented to protect the precariously small population of North Atlantic right whales from fatal collisions with ships.

In documents distributed this week, the National Oceanic and Atmospheric Administration outlines a proposal for speed limits for all ships over 65 feet in length in areas it deems critical to the survival of the remaining 300 whales. The only calving area for North Atlantic right whales is in coastal waters off northern Florida and southern Georgia, including the area around the Navy base at Kings Bay. NOAA officials have said that any increase in vessel traffic in that area could be a concern for calving-area protection efforts.

So-called ship strikes are a major cause of death for right whales. Consideration of the potential threat to the right whales, which are protected by the Endangered Species Act, could help local and state efforts to save the Groton base from closure, since impacts on marine mammals and endangered species must be weighed by government officials as part of assessments of a base's military value. Navy documents on impacts of the base closure and realignment recommendations acknowledge that the right whale calving grounds could be affected.

As part of its plan to protect the remaining whales, NOAA has proposed new rules, which could be implemented this fall, to impose speed limits of 10 to 14 knots and have vessels travel in established shipping lanes in the calving area from Dec. 1 through March 31. After that, the whales begin traveling north to feeding grounds off northern New England and Canada.

The speed limits and shipping lanes, if enacted, would help reduce the chances of ships colliding with whales, according to NOAA documents. Slower speeds would give ships more time to move out of the way if whales are spotted, and shipping lanes would be located away from routes frequented by whales, according to the agency. The Los Angeles-class submarines based in Groton travel at speeds of about 21 knots and are about 360 feet in length.

The Navy, however, would be exempt from the speed limits and lane restrictions under the NOAA proposal. Comments from conservation groups and others in response to the proposal have urged NOAA to remove the Navy

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exemption before the rules become final. One group, The Ocean Conservancy, stated in a Nov. 15 letter to NOAA that Navy vessels account for 17 percent of all whale-ship collisions, the highest of any single source.

"The speed restrictions would provide a good level of protection, if the Navy would abide by them," said Amy Knowlton, research scientist with the New England Aquarium in Boston, one of the conservation organizations supporting the new rules. "If the Navy's not on board, that would be a huge problem. Any increase in traffic in (the calving) area is a concern and should certainly be considered. We're losing right whales up and down the East Coast."

Knowlton added that submarines based in Groton would be less of a threat to right whales because they can stay outside of the whales' most critical habitats more easily.

In a Nov. 3 letter to NOAA, Donald Schregardus, the Navy's deputy assistant secretary for environment, said the Navy must not be subjected to speed limits and lane restrictions and that an exemption for Navy vessels should be explicitly stated in the new NOAA rules.

Any routing and speed restrictions, he wrote, "are incompatible with (the Navy's) national security and homeland defense missions, and would seriously undermine military training, anti-terrorism/force protection requirements and open-water operations."

He added that in the Southeast, the Navy has worked with the U.S. Army Corps of Engineers and the Coast Guard to track whales with aerial surveys and help with whale protection efforts by notifying other ships, including submarines, about whale locations during calving season.

Responding to specific questions about impacts on the whales and the possibility of increasing the number of submarines at Kings Bay, Navy spokeswoman Lt. Christine Ventresca said, "We are stewards of the environment and we will continue to work to protect the environment and fulfill our obligations." She provided no further comment.

In a Feb. 11 letter, a coalition of 11 conservation groups told the Navy that it must step up efforts to avoid whale collisions and abide by the Endangered Species Act. Signers of the letter included The Ocean Conservancy, the Natural Resources Defense Council, the Whale and Dolphin Conservation Society and the National Environmental Trust. According to the letter, researchers attribute the death of one pregnant female whale in 2004 to a Navy ship. Another whale death in 1995 is attributed to a Navy submarine, according to the letter.

"The frequency and quantity of Department of Defense vessels in right whale habitat ... certainly indicate an additional level of risk to the species ...," the letter states. "The loss of even a single right whale ... presents a serious threat to the species."

Opinions/ Editorials

Chamber takes reasoned approach on . . . base closures

Anchorage Daily News (Anchorage, AK)
Tom Brennan
June 16, 2005

It Would Have Been easy to respond with a knee-jerk reaction to the recommendations that propose to realign operations at Fort Richardson, Elmendorf Air Force Base and Kulis Air National Guard Base.

The same applies to the much more drastic plan that effectively would shut down Eielson Air Force Base near Fairbanks. The Anchorage Chamber of Commerce, to its credit, did neither concerning the report last month by the Base Realignment and Closure Commission.

On the one hand, the chamber offered what it called "general support" of the BRAC recommendations about the military bases here. On the other, it came out four-square "in support of Fairbanks' efforts to keep Eielson an active U.S. Air Force Base."

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Tickle, Harold, CIV, WSO-BRAC

From: Hanna, James, CIV, WSO-BRAC
Sent: Tuesday, June 21, 2005 10:52 AM
To: Tickle, Harold, CIV, WSO-BRAC
Subject: FW: Officials See Parallel With BRAC In '93

fyi....

From: Bernier, Justin [mailto:Justin.Bernier@mail.house.gov]
Sent: Tuesday, June 21, 2005 10:49 AM
To: Hanna, James, CIV, WSO-BRAC
Cc: Deirdre Walsh (deirdre.walsh@wso.whs.mil)
Subject: Officials See Parallel With BRAC In '93

Jim, in case you missed this story, it raises several important points.

Officials See Parallel With BRAC In '93

Navy Remains Concerned About Mixing Sub Types

By ROBERT A. HAMILTON
Day Staff Writer, Navy/Defense/Electric Boat
Published on 6/21/2005

New London - In 1993, a top Navy official said the service "was not likely ever to move attack submarines to Kings Bay, (Ga.)," an assertion cited by the base closure commission in its decision to take the Naval Submarine Base in Groton off the Pentagon's closure list.

People working to save the base this year are hoping history repeats itself, particularly now that an internal Navy memorandum shows a top Navy official expressed similar concerns just three months ago.

At a March 2 briefing, then-Assistant Secretary of the Navy H.T. Johnson was asked by a review team whether there were issues, "other than political issues," related to moving the attack submarines, or SSNs, to the ballistic missile submarine, or SSBN, base at Kings Bay.

"There may be an issue with SSNs and SSBNs located together," Johnson told the group, according to minutes of the meeting. Johnson did not elaborate.

Critics of the Navy plan have said the differences between the two types of submarines would make it difficult to berth them together.

U.S. Rep. Rob Simmons, R-2nd District, who toured the Kings Bay base last week, contends the move would be far more expensive than the Navy is estimating, which could offset projected savings.

Johnson, in fact, was familiar with the historical concerns about berthing the two different types

of submarines together. In 1993, as a base closure commissioner, he made a motion to close the Groton base. It failed because no one else on the commission would second it, given the evidence that the Navy plan was flawed.

Jane Dauphinais, Simmons' district director, who uncovered the 1993 decision this month, said she was not surprised that at the last minute the Navy backed off its 1993 plan to move Groton's attack submarines to Kings Bay.

"It's what we know, and we're sure of," Dauphinais said. "This is not going to work."

John C. Markowicz, chairman of the Subase Realignment Coalition, a grassroots group working to save the base, said the wording of the 1993 decision was so strong, "We actually asked the BRAC (base realignment and closure) staff if they would consider it, and they said it's in their library. It's clearly in play."

Markowicz said he will point out that the Navy in 1993 estimated it would cost $280 million to close just the waterfront in Groton; this year, it estimates it can close the entire base and move a huge Submarine School and dozens of smaller units for less than twice that amount, adjusted for inflation.

Given the 1993 estimate, he said, the Navy's projected cost for the Groton move "does not appear to be adequate." The group will argue that the Navy has so badly underestimated the cost of closing Groton, it would never achieve any savings from the move.

The Pentagon recommended on May 13 that the Groton base be shut down, with its submarines and maintenance capability divided between Kings Bay and Norfolk, Va. The plan also calls for moving the Naval Submarine School to Kings Bay, and scattering some of the smaller commands among other bases.

Meanwhile, a new document filed with the Defense Base Closure and Realignment Commission, which will decide whether Groton stays on the list this year, indicates that the commission chairman questioned Navy officials about the ability to accommodate more submarines during his visit last month.

Rear Adm. Robin M. Watters, deputy commander of the Navy Region Northeast office in Groton, said in a letter to commission Chairman Anthony J. Principi that after his visit May 31, the group that briefed him on the base met and discussed the presentation.

"I am concerned that we may have left the impression that we believe that Submarine Base New London could accept additional submarines without additional infrastructure investment," Watters said. "To clarify, Submarine Base New London would be able to accommodate additional submarines given investment in support infrastructure."

Watters does not indicate how much additional investment would be required, but he specifically mentions the need for additional barracks and recreational amenities.

One of the scenarios that the Navy considered, and rejected, involved moving the attack submarines now based in Norfolk, Va., to Groton, and using Norfolk only as a homeport for surface forces.

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Justin Bernier

Military Legislative Assistant

Congressman Rob Simmons

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EB Says It Can Survive Groton Base Shutdown

Providence Journal-Bulletin (Providence, RI)
John E. Mulligan
June 9, 2005

ALEXANDRIA, Va. -- The prospective shutdown of Naval Submarine Base New London in Groton, Conn., does not threaten Electric Boat's sub-building and design operations, the shipyard's president said yesterday.

"We can make it work" if the Pentagon plan to close the base proceeds, said John P. Casey, president of the submarine unit of General Dynamics. "We can build the ships and deliver them to Norfolk (Va.) or King's Bay (Ga.)," the bases where the Navy envisions sending the subs now homeported in Connecticut.

"But it certainly wouldn't be my preference," said Casey, who joined with other prominent members of the submarine community in arguing that closure of the historic base would cost hundreds of EB jobs, plus a significant loss of "synergy" between the Navy and the industry.

Last month, the base -- named long ago for the larger city of New London, but physically located in Groton -- was the biggest among about three dozen that the Pentagon slated for shutdown or contraction in a nationwide austerity exercise known as "BRAC," for Base Realignment and Closure.

The Groton-based submarine builder has had an association for about a century with the Navy base upstream on the Thames River. Together, they are a force in the Southeastern New England economy, employing close to 20,000.

But the sub base's closure would be a direct and complete blow. About 8,600 uniform and civilian jobs would be lost. The Pentagon has estimated that indirect losses to companies that serve or supply the base and its sailors could approach twice that number.

The impact on EB, on the other hand, would be significant but far smaller, according to Casey and other leaders of the sub world who are gathered in Northern Virginia for the annual meeting of the Naval Submarine League. Certain other losses would be oblique and difficult to quantify, deriving from the proximity of the two facilities.

The principal cost of the base closing to EB could be the loss of roughly 500 civilian jobs created at the base during the last decade or so, Casey said. Those include positions in sub maintenance and repair once performed mainly by sailors, plus work at a dry dock on the base.

Less direct is the threat to a synergy between the two that "is pretty doggone unique," said John K. Welch, a former submariner and top executive at EB. For example, Welch said, the Navy and the builder both benefit from the ease with which the future crews of attack subs can live on base and work with EB personnel while the subs are under construction.

Casey and Rear Adm. Joseph A. Welch, the Navy's director of submarine warfare, and other leaders touched on the prospective sub base shutdown during question-and-answer sessions that were dominated by a far broader threat to EB and its Virginia partner in the submarine business.

That challenge is the Pentagon budget pressures that have stalled the Navy's efforts to speed production of the Virginia class of attack submarines, two of which have been completed by EB and Northrup-Grumman Newport News, with two more under construction.

The budget crunch, combined with uncertainty about how big a fleet the Navy wants, has led to repeated postponements of the plan to begin building two of the new attack subs per year. EB and Newport News currently share a subsistence diet of a single sub per year.

Casey and others noted that EB's work at the sub base became available as the Navy and the shipyard struggled during the 1990s to sustain EB's work force after the abrupt curtailment of the Seawolf sub program -- the hardest blow EB has sustained in decades.

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While the sub-base jobs are still important to EB, they are no longer the crucial bridge that they were a decade ago, helping to sustain the work force until the new Virginia class got under way.

Naval analyst and author Norman Polmar said that under certain scenarios in years to come -- such as more protracted delays in accelerating the production of Virginia-class subs -- the loss of the jobs at the sub base might come to represent danger to a shipyard living on the margin of economic health.

At the same time, however, there is some chance that another planned base closing -- of the Portsmouth Naval Shipyard in Maine -- could one day lead to new work for EB, Polmar said. "That would be the best case for EB," he said.

EB employs about 8,000 at its headquarters in Groton and about 2,100 at the Quonset Point facility in North Kingstown, where it makes submarine hull sections. It employs several hundred more in submarine work in Virginia, Washington state and elsewhere.

The release of the base-closure list triggered an intense review by an independent commission set up for the purpose. The panel visited sub base New London and other New England facilities on the list last week.

A public hearing on the region's base closings is scheduled for next month, one of a series around the country that will lead late in the summer to the panel's own formal list of recommended closings. Reviews by the president and Congress will ensue; the cuts and closings could begin around the first of next year.

Information lacking, but Eielson hearing planned;

BRAC: Task forces aiming to prevent realignment had hoped for Air Force minutes.

Anchorage Daily News (Anchorage, AK)
Tataboline Brant
June 8, 2005

Two groups working to save Eielson Air Force Base from dramatic cutbacks are pushing ahead with plans for a June 15 public hearing despite a lack of information from the military on why the base is being targeted.

The Base Realignment and Closure Commission has postponed at least one regional hearing, in St. Louis, because the community there did not get information from the Defense Department in enough time to make its case.

Alaska is now first in line for a regional hearing. At least three of the nine commissioners are scheduled to attend the meeting in Fairbanks next week, according to a written statement Tuesday from Sen. Ted Stevens.

One of the commissioners named Tuesday, Philip Coyle, has been critical in the past of the president's missile defense system, which has funneled millions of dollars into Alaska in recent years. Coyle's main concern seemed to be that the system was untested, not that it was based in Alaska, press accounts show.

The other two commissioners slated to attend are James Hansen, a former member of Congress, and BRAC commission chairman Anthony Principi. Attendance by a fourth commissioner is also possible but not yet confirmed, Stevens said.

Fairbanks businessman Jim Dodson, who chairs the statewide and Fairbanks-area task forces to save Eielson, said he does not intend to ask the commissioners for a postponement of the June 15 hearing, despite still missing some key information.

A limited amount of information about base cuts was released last month. But Dodson said the task forces had hoped to have by now the Air Force's deliberative minutes on why Eielson was chosen to lose 2,821 military and 319 civilian jobs, practically shuttering the Fairbanks-area base.

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RECEIVED 5-23-05 212

May 16, 2005

The National BRAC Commission
2521 South Clark Street
Arlington, Virginia 22202

To Whom It May Concern:

I am writing to you as a concerned citizen. I am not sure you fully realize that if the Groton, Connecticut Submarine base closes the negative ramifications far outweigh positive. The three billion dollar economic blow this area would suffer is incomprehensible. I've heard reports that the area would recover. This recovery might well take ten years; unfortunately many people will suffer in the interim. Also, from a military perspective, it's just not wise to put all our submarines in two places on the East Coast. I've heard it asked: "Didn't we learn anything from Pearl Harbor"?

I have been a residence of this great state of Connecticut for ten years now. I take great pride in our military base. I also take great pride in the local people who help operate the base. There are so many people who would be affected by the closure. I'm sure you realize that everyone from Doctors to the bagger at the grocery store and the cashier at the fast food place would be affected.

This base has historical, economical and above all else strategic importance. The base must remain open.

Thank you for your time.

Sharon Gordon

Sharon Gordon
70 Meetinghouse Lane
Ledyard, Connecticut 06339
860-536-5217

DCN: 11624

SUBMARINE BASE NEW LONDON CONNECTICUT

National News Articles
Base Closing Commissioners To Visit New London Next Week
Two Off-Base Closures
Rell's "Strike Force" Looking At BRAC Details
House Race Hotline Extra
Navy BRAC List Would Concentrate Undersea Warfare, Submarine Basing
Connecticut Businesses Join Battle To Save Submarine Base

Local News Articles
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Uncertainty In Groton
Veterans Journal - Navy Officials Defend The Closing Of Groton Submarine Base
Only A Few Major Defense Contractors Remain In The State, And Leaders Are Nervous
Silent Service Ebbs;
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Submarines' Role Being Reduced To Fit In With New, Leaner Military
Base Emotions -- And Hard Realities The Battle Over Military-Base Reductions Will Be Bitter, But There's No Denying The Need For Consolidation
Submarine Base Rescue Effort Ramping Up
Rell Picks Sub Base Strike Team;
Assigns State Agencies To Challenge 1,000-Page Defense Department Plan
Planned Base Closing Questioned;
Shutdown Of Conn. Sub Facility Would Burden Ga. Site, Chairman Says

Opinions/ Editorials
Fighting Closure With Facts

National News Articles

Base Closing Commissioners To Visit New London Next Week
The Associated Press
May 23, 2005

Members of the commission reviewing proposed military base closings will visit the Naval Submarine Base in Groton, Conn., next week, and state officials are hoping to persuade them to also visit nearby Electric Boat.

Members of the Base **Realignment** and Closure Commission are beginning their base visits

would place the entire fleet at risk if two ports in the same general region are incapacitated due to, say, a military attack like Pearl Harbor, or some other reason.

For another, it would lessen daily contact between the armed forces and those who live in the Northeast - not a terribly swift idea as the country fights a War on Terror that has already seen a part of the Northeast (i.e., New York City) as a battleground.

Closing down Fort Monmouth and moving its facilities southward - in this case, to the Aberdeen Proving Grounds in Maryland - also would contribute to these trends.

Plus, there is no denying that shuttering these facilities will have enormous economic repercussions. This is particularly true of Groton, where closure will cost the local economy 8,600 jobs. Indeed, Connecticut state economists estimate that fully 31,500 jobs are linked to the sub base.

On the flip side, the expected transfer of 3,200 of those jobs to Kings Bay would increase the workforce of the nearby town of St. Mary's by 21 percent - and officials have raised serious questions about its ability to handle such a major infusion.

It would also cost $238 million to make needed physical improvements at Kings Bay - raising the question of why the Pentagon feels the need to spend such a huge sum to build facilities that already exist elsewhere.

Doubts also have been raised about the accuracy of the Pentagon's estimates of the cost of shutting down Groton and the amount to be saved by moving its facilities south. The Navy figures environmental cleanup at Groton would cost just $29 million, an absurdly low sum for a facility that includes 16 federally mandated Superfund sites.

BRACC officials are now touring the targeted bases to determine whether they will endorse the Pentagon plan. It takes a majority of the nine commissioners to remove a site from the list - which is what happened with both Groton and Monmouth in 1993.

Then President Bush must accept or reject the entire plan, not the individual sites.

BRACC acted prudently more than a decade ago when it determined that Groton and Fort Monmouth were critical to the nation's security.

Despite deep changes in the armed forces and warfare, that conclusion remains true today.

Rell's "Strike Force" Looking At BRAC Details

The Associated Press
Susan Haigh
May 19, 2005

Gov. M. Jodi Rell's top commissioners on Wednesday began poring over a federal report that recommends closing the Groton submarine base, hoping to find fault with the Pentagon's decision-making process.

The state's environmental commissioner, Gina McCarthy, is already questioning the government's $23 million estimated price tag for cleaning up the base. McCarthy said that amount would not cover the remediation costs for an estimated 29 contaminated sites on the sprawling 300-acre

DCN: 11624

May 19, 2005

The Pentagon last Friday announced its first round of military bases to be closed or realigned since 1995, setting off simultaneous panic attacks and sighs of relief among members of Congress.

Most of the Pentagon recommendations are likely to be approved, despite last-ditch attempts by members of Congress.

Below is a list of the some of the districts that were winners and losers in the Pentagon's recommendations. All of the numbers in this article are culled from Defense Department and BRAC reports, and reflect total jobs directly and indirectly related to base **realignment.** Many states have their own predictions on job losses and gains but they are not included here.

Losers:

Alaska, at-large: Eielson Air Force Base will likely lose 4,710 jobs, which is approximately 8.6 percent of the employment in Fairbanks. House Transportation and Infrastructure Chairman Young, though, has a reputation for bringing home the bacon, and given his long tenure, he is a safe incumbent.

Connecticut 02: Republican Rep. Rob Simmons fared probably the worst in the House, not just because of the whopping 15,813 jobs the Norwich-**New London** area might lose, but also because he is one of the most vulnerable House members. Simmons is already a target for the Democrats, and the possible closure of **New London's** submarine base likely will be in their arsenal of attacks.

Georgia: Georgia, as a whole, fared pretty well in the Pentagon's list, though the proposed closure of the Athens Naval Supply Corps School would take away about 800 jobs. Interestingly, this base is in freshman Democratic Rep. John Barrow's current district, not the new district he is likely to run in. Republican redistricting this year placed Athens in Republican Rep. Charlie Norwood's district. It probably will not harm Norwood, but it is one less obstacle for Barrow's re-election bid, which is expected to be competitive.

Indiana 08: The Naval Support Center in Republican Rep. John Hostettler's district is scheduled to lose about 683 jobs, about 11.6 percent of the Martin County work force. The county is moderate territory that Republican Gov. Mitch Daniels won by less than 500 votes in 2004. If there is another hard-fought battle in the "Bloody Eighth," it will be worth noting if Hostettler's numbers are affected in this area.

Maine 01: Democratic Rep. Tom Allen is facing closure and **realignment** of two naval bases in his district, which could result in the loss of more than 13,000 jobs. Those kind of numbers might make for a campaign issue, as well as for neighboring Republican Rep. Jeb Bradley, whose New Hampshire district borders the Portsmouth Naval Shipyard in Kittery, Maine.

New Mexico 03: Cannon Air Force Base is scheduled to lose 20.5 percent of the workforce in the Clovis area, or about 4,780 jobs. In terms of the proportion of an area workforce losing employment, Democratic Rep. Tom Udall actually tops the list. However, Udall is a safe incumbent.

New Jersey 12: Fort Monmouth is losing nearly 10,000 jobs in a closure. The facility is in

DCN: 11624

The Associated Press
Pat Eaton-Robb
May 18, 2005

Business and community leaders from across southeastern Connecticut pledged resources Tuesday to the state's effort to remove the Navy's submarine base from the Pentagon's closure list.

Several dozen of them met for an hour with Gov. M. Jodi Rell and offered to provide everything from environmental analysts to office space to data the state says it needs to reverse the recommendation of the Base **Realignment** and Closure Commission.

The commission will present its final recommendations to President Bush by Sept. 8. The matter will also go before Congress.

Leaders from submarine builder Electric Boat, Pfizer and the region's tourism industry were among those at the meeting.

"This will build what I think will be the strongest public-private partnership in defense of Connecticut the state's ever seen," said Michael J. Thomas, chairman of the Mashantucket Pequot Tribe, which owns the nearby Foxwoods Resort Casino.

Thomas said the tribe will help the state come up with economic and environmental analyses of the effect of the proposed base closing, and help lobby in Washington, he said.

Rell said she asked the community leaders to help the state assess the impact on local tax bases, schools, child care and public safety. She also asked businesses to provide data on how many employees have family members in the military or with links to the base.

"We need to show the military impact on jobs in this area," she said.

Economists say closure of the Groton base would devastate the state economy and threaten 31,000 jobs statewide, more than 8,000 of them at the base itself.

The Groton facility was built in 1872 as the Navy's first submarine base and is home to the Naval Submarine School and 18 attack submarines. Its effect on the regional economy is estimated at $2.5 billion.

Dan Caulum, 50, said he worries about the effect on his 16-year-old daughter, who is already talking about losing all her friends from military families, and the impact on her school.

"They are putting in millions of dollars to redo the high school and put in two new elementary schools," said Caulum, who works for a janitorial contractor. "What are they going to do with those if the base closes? You start yanking everybody out of here and this is going to be a ghost town."

Rell said she will be appointing commissioners of various state agencies to a new "strike force" Wednesday. Each agency will be charged with attacking a specific issue involved in the decision to close the base.

The state Division of Homeland Security, for example, will be asked to pick apart the commission's reasoning for consolidating submarine operations in Virginia or Georgia. The

streets leading to Gate 1.

BRAC is a nine-member body appointed by the White House. Its function is to review Department of Defense (DOD) base closure recommendations and develop its own recommendations for consideration by the White House and Congress.

On May 13, DOD recommended the closure of the local shipyard, the only one of the nation's four remaining nuclear shipyards recommended for closure.

The DOD recommendation was reinforced last week, when Secretary of Defense Donald Rumsfeld and key Navy officials testified before the commission, telling the group Portsmouth was recommended for closure because of the dwindling number of submarines.

"Our task is to convince the commissioners that in some areas, the Secretary of Defense deviated from the (closure) criteria," McDonough said. "They must agree that he ignored the criteria if we are to be removed from the list."

In four previous rounds of base closings, only 15 percent of bases recommended for closure have been spared.

Asked if supporters have the necessary data, used by the Navy, to make their case, McDonough responded, "Not yet . . . we have data to make the case, but we need to see how the Navy used the data submitted to them" by the shipyard ". . . or how the Secretary may have deviated from the data."

McDonough said plans are under way for members of the New Hampshire and Maine Congressional delegations and the governors of the two states to greet BRAC members at Gate 1.

The public and news media will not be allowed to attend the BRAC briefing by shipyard command staff. But a news conference is expected to be held before or after the session.

Stratford's Sikorsky Aircraft Plant Will Make 5 More Blackhawk Helicopters
New Haven
Phil Helsel
May 24, 2005

STRATFORD -- Following two years of crushing defense contract losses, Sikorsky Aircraft workers received good news Monday: U.S. Sen. Joseph Lieberman and Rep. Rosa DeLauro visited the plant to announce that five more Blackhawk helicopters will be made at the factory this year and a contract for up to 84 more could be approved by Congress this week.

Making the announcement were U.S. Sen. Joseph Lieberman and Rep. Rosa DeLauro, both Democrats from New Haven.

"The last time I was here was one of the darkest days of Sikorsky," Lieberman, D-Conn., told reporters Monday from the factory floor, with a partially built Blackhawk helicopter and a crowd of workers as a backdrop. "Today is one of the bright days."

Sikorsky workers say they've been living "under a black cloud" since January, when the company lost a prestigious contract to build the Marine Corps' fleet of presidential helicopters that it had enjoyed since 1957. Last year, the Pentagon eliminated Sikorsky's Commanche armed

But there are important differences. This year's proposal is more sweeping and would close the entire base, while in 1993 the Defense Department wanted to move the subs, but expand submarine training in Groton.

There are other major changes: The state lacks a key argument from last time, that Russia and other Cold War rivals are still threats. Closing the sub base is the biggest item on the 2005 agenda of the Commission on Base **Realignment** and Closure, and therefore a key part of the cost-saving strategy -- a hard argument to overcome. And most notably, Connecticut lacks the political clout it had a dozen years ago.

``My perception is that the politics are a lot more intense than in '93," said **New London** City Manager Richard Brown. ``The whole idea of red state/blue state and whether we're looking at rewarding or punishing certain areas, depending on their support in the election, seems to be a lot more pronounced."

The state again is cranking up an extensive effort that, at least on paper, should rival the Pentagon for depth of research and expertise. But what probably will matter most is the twist no one can predict.

In 1993, for instance, retired Navy Capt. Frank ``Mike" O'Beirne Jr., stole the show at the regional hearing. Supporters recruited him to help the cause after reading a letter he wrote to TheDay newspaper in **New London.**

``He was right out of central casting," Gejdenson recalled. Sure enough, his colorful presentation ``brought the sometimes laconic commission members to life," The Courant reported at the time.

The state got another break, thanks to a chance encounter Gejdenson had had some years earlier, on a Sierra Club trip to Green River. Because of the pouring rain, the party had to keep moving to higher ground -- not a pleasant experience.

One of Gejdenson's companions was Rep. Beverly Byron, D-Md. Though they had served together in Congress for more than a decade, they moved in very different political circles. Now, they had shared this experience for a few days.

When Byron faced the fight of her political life in 1992, Gejdenson went to western Maryland to campaign for her. She lost, and the next year was a member of the base-closing commission.

At a key hearing, the commission gave local officials 45 minutes to present their case. Don't take 50, Gejdenson advised everyone -- the commission has a lot of people to hear from, and you don't want to get a reputation as long-winded.

But when Connecticut got to the end of its 45 minutes, Byron said, ``Sam, sit down. We've got plenty of time." Connecticut got an extra hour, and the decision to close the base was overturned.

Local Arguments

The strongest, and most difficult, pitch Connecticut has to make is why its communities deserve to be spared more than any other states facing the Pentagon's ax.

It's essential, Gejdenson said, that ``you just don't come in and say this hurts my community.

Commission members asked this question repeatedly, trying to assess whether the Pentagon had adequately consulted with local officials about whether the roads, water supply, housing and sewage systems were ready for the influx.

While Pentagon officials insisted they checked and the new sites would be ready, commissioners had their doubts. Chairman Anthony Principi raised a number of questions about whether the Kings Bay area was ready to handle ``a large, large jump in employment ... that's one factor we have to consider."

The way to make the points, said veterans of the 1993 fight, is to offer easy-to-understand figures, try to show **New London** and Groton are unique and, hard as it may be, remain statesmanlike.

Remember, said Sen. Joseph I. Lieberman, D-Conn., ``We are pushing for **New London.** We're not against anyone else."

There is some thought that sentiment could be an important argument; Chief of Naval Operations Adm. Vernon Clark was stationed at the base in the late 1960s, and the submarine base has a history dating back to World War I.

Sen. Christopher J. Dodd, D-Conn., warned against making that point too emphatically. ``It's somewhat valuable," he said, ``but we're not going to base our argument on nostalgia."

Military Values

One of the key differences between 2005 and 1993 could be tougher to overcome: The military mission is far different today.

In 1993, the nation had just won the Cold War, but was still uncertain of where future threats were coming from. Would Russia still be an adversary? What would become of its former satellites?

Today, the chief military threat is not across the Atlantic, but from terrorists and from rogue states such as North Korea, Iran and Iraq.

Arguing otherwise is futile. But Lieberman and Rep. Rob Simmons, R-2nd District, also have suggested that Connecticut interests can challenge strategic thinking in other ways.

The state placed 12th among 16 bases in a ``military value" score, largely because the Pentagon saw Groton as too one-dimensional.

Advocates of keeping different bases open maintain that consolidating subs, or other kinds of military operations, becomes a homeland security threat because it makes it easier for terrorists to cripple American readiness with one strike.

``What we're seeing is a massive shift of military installations from the North to the South and West. How does that protect our country?" asked Sen. Susan M. Collins, R-Maine.

``How large a base, with lots of real estate, can you accommodate and have it make sense?" Simmons asked. ``Use that logic and you'll have one military base" for the whole country.

Lieberman also suggested questioning the Pentagon's plans for the sub fleet. Navy officials said

The Navy's two top officials on Tuesday offered the most detailed defense to date of the Pentagon's proposal to close the submarine base in Groton, Conn., a move that would cost nearly 8,500 military and civilian jobs.

In testimony before the nine-member Base **Realignment** and Closure commission, Navy Secretary Gordon R. England and Adm. Vern Clark, the chief of naval operations, said the Navy could not afford to operate three submarine bases on the East Coast given that the number of attack submarines has declined to 54 from nearly 100 during the Cold War era, and is expected to drop further, to about 41 boats in the next few years.

Faced with that excess capacity, the officials said they needed to close one of the three East Coast bases. When judged on military requirements such as port quality, environmental factors and operational training requirements, the officials said, Groton ranked well behind the bases at Norfolk, Va., and Kings Bay, Ga.

Navy officials have stated that moving the Groton operations to Virginia and Georgia would also put Groton's 17 submarines closer to the rest of the East Coast fleet.

Only A Few Major Defense Contractors Remain In The State, And Leaders Are Nervous

Connecticut Post (Bridgeport, CT)
Peter Urban
May 22, 2005

WASHINGTON -- When Adolf Hitler launched his mad campaign of conquest, Connecticut was there to arm the U.S. military and its allies in defense of democracy.

That call to duty -- answered in Bridgeport, Conn., by General Electric, Bryant Electric, Singer Manufacturing, Remington, Vought-Sikorsky Aircraft and others -- has remained a source of great pride. Six decades later, Bridgeport can no longer lay claim to the title "arsenal of democracy," nor can Connecticut. Only a few major defense contractors remain in the state, and leaders are nervous. Since Sept. 11, 2001, there has been improvement in the state's share of defense dollars. Defense contracts were at $2.1 billion in 2000, but rebounded as President Bush and Congress approved several increases get. In 2003, Connecticut defense contractors received $7.9 billion, according to the Census Bureau's consolidated federal funds reports.

But there are storm clouds swirling around the state's defense industry.

The Pentagon this month unveiled a plan to all but abandon its presence in Connecticut by closing its submarine base in **New London** and consolidating its Army Reserve and National Guard facilities.

Closing the sub base would mean a loss of 15,813 jobs in the Norwich-**New London** metro area -- about 9.4 percent of the area's work force, according to the Pentagon. State officials put the economic hit at $2.5 billion.

More than 100 other jobs would be directly lost with the closings of the Turner Army Reserve Center in Fairfield, Sgt. Libby U.S. Army Reserve Center in New Haven, Army Reserve Center Maintenance Support Facility in Middletown, and **realignment** of the Bradley International Airport Air Guard Station.

The Allied Signal factory moved to Arizona after the Pentagon decided in 1995 to close its Army base in Stratford, where turbine engines were manufactured for the Abrams M1 tank.

Rep. Rosa DeLauro, D-3, said the plant closing had a serious impact on the local economy.

"They were the second largest employer in the town," DeLauro said.

More than 1,000 employees were laid off, although job growth at Sikorsky tempered the impact, she said. Beyond that, DeLauro said that delays in environmental cleanup have hindered private development of the property.

"It is a cautionary tale for Groton," she said.

Despite the gloom and doom, Gioia said Connecticut is seeing an improvement in its manufacturing sector. In the last year, the state added 1,300 manufacturing jobs and companies are still hiring.

"Connecticut is a very high-cost place to do business, but we can compete with things that can't get done elsewhere or get done so much better here," he said. "There is a lot of high-end stuff done here."

Ed Deak, a professor of economics at Fairfield University, said that Sikorsky appears to be in the strongest position of the remaining defense contractors in Connecticut.

Sikorsky has a number of projects in the pipeline that will keep it busy for the near future. The company earned $2.5 billion in 2004 and plans to double that by 2008.

The Army plans to purchase about 1,200 UH-60M variants from the company. The Navy also wants 500 new helicopters. And, the Marine Corps hope to replace its fleet of heavy-lift helicopters with a new CH-53 variant currently under design.

Sikorsky also plans to compete for a contract to supply the Air Force with a new combat search-and-rescue helicopter.

Yet, the potential closing of the submarine base is a blow to Connecticut's psyche.

Richard Hanley, an assistant professor at Quinnipiac University in Hamden, said that the submarine base and Electric Boat are among the few remaining icons of Connecticut's "arsenal of democracy."

"The World War II generation is passing on and the artifacts they left are passing on," said Hanley, who produced the documentary, "Home Front: Connecticut During World War II."

Rep. Christopher Shays, R-4, said that losing the submarine base is a shot to the heart.

"We have taken pride in the fact that submarines began in Connecticut. To take away the 18 attack submarines from the place where we make submarines is a real difficult one for us to comprehend," Shays said.

It is the same feeling Shays had when the Marine One contract went to Lockheed Martin.

But when those missions faded, the Navy was left with a big fleet of submarines and an industrial base -- including Electric Boat in Groton -- that relied on the Navy's appetite for more.

Adm. Vern Clark found himself arguing last week for closing the base in Groton. But nine months earlier, the chief of naval operations stopped at the sub base and talked about the new roles for its submarines, ``to project more offensive punch with the Tomahawk [missile] capability and the surveillance capabilities the submarine forces bring to bear."

``This is what tomorrow is about for the U.S. Navy -- the ability to project credible combat power to the far corners of the earth," giving the president options ``around the world and around the clock," a Navy scribe reported Clark as saying.

Today's U.S. sub force -- all nuclear-powered -- has 54 fast-attack submarines of three classes: Los Angeles, Seawolf and the new Virginia class. There are 14 ballistic-missile subs, a number expected to hold steady. Four of those former ``boomers," as the ballistic-missile subs are called, are now under conversion to allow them to fire guided missiles and carry special-operations commandos.

All of these subs, among the most lethal weapons ever devised, are virtually undetectable. They prowl the world's seas like phantoms -- and predicting their future can be just as elusive.

The Arguments

The U.S. submarine fleet is being pulled by opposing currents. To maintain its numbers would require a big boost in the construction schedule, which now hovers at one Virginia-class boat per year. Without that increase, and with Los Angeles subs being decommissioned faster than Virginias are launched, the fleet won't sustain many more than 30 fast-attacks in the long run.

So, what's the right number for the fast-attack fleet?

Sub supporters point to a number of military studies and reports justifying an even larger fleet in the future, including a 1999 study released by the chairman of the Joint Chiefs of Staff saying 76 fast-attacks would be needed by 2025 to work critical peacetime missions.

They refer to the fact that naval commanders who request submarine support are routinely turned down. They talk about the growth in sales of advanced diesel subs around the world, including fleets belonging to the remaining two members of President Bush's Axis of Evil: Iran and North Korea.

Russia is still in the sub game, too, with Akula-class boats that rival U.S. advancements. And China's fleet gets bigger and more advanced every year.

But opponents say the U.S. sub fleet is bloated and expensive. A 2002 report from the Congressional Budget Office said each of the latest submarines costs about $2.7 million for every day it conducts active operations, an average of 35.7 days a year.

Christopher Hellman, a defense analyst at the Center for Arms Control and Non-Proliferation, is no fan of the Virginia class subs, which he said have run up a price tag that is ``beyond stunning."

The last of the Seawolf class, the newly commissioned USS Jimmy Carter, came in over $3 billion following a major enhancement of the boat, and the two other Seawolf subs, the USS

Cold War," said Becky Stewart, vice president of the sub program at Northrop Grumman, which builds one a year with Electric Boat. ``It was designed specifically for the future."

What is the future? Is it al-Qaida in the desert or a naval clash with China sparked by a wrestling match over Taiwan, or something outside the usual forecasts of doom?

Diesels, Anyone?

Eric Wertheim, the U.S. Naval Institute's editor of the Combat Fleets of the World reference, says shifting the Navy more toward fighting international terrorists may be shortsighted. Transformation is good, he said. But maintaining ``core capabilities" is vital.

``As a superpower, we have to do it all," he said.

In his view, thinking that U.S. forces will never again be threatened at sea is unwise. ``We have come to expect a best-case scenario," he said. So the submarines, the ``secret agents of the naval world," might seem unnecessary in the times they aren't desperately needed.

The risk, Wertheim said, is that ``you can't just build a submarine like you build extra airplanes. ... If we don't have them available, then it'll be too late."

Across the Pacific, the Chinese navy, with some help from Russia, is refurbishing its aging force of more than 60 subs with a mix of the latest diesel subs and newly designed nuclear subs -- including ballistic-missile boats. In the coming years, its fleet could be among the most potent in the world.

``That's a threat we haven't had to worry about for a long time," Wertheim said.

Former U.S. Secretary of the Navy John Lehman, in a recent pass through **New London,** talked about the Chinese navy and the reduction of U.S. forces. ``We're creating a vacuum in the Pacific," said Lehman, who preaches that ``shortsightedness creates the next war."

Also, a number of the most advanced sub-building nations have been improving diesels and selling them to the tiny navies of developing countries. Luckily, as O'Hanlon pointed out, they have so far gone mostly to friendly navies or those too small to be a threat.

Long ago, America gave up diesels for nuclear reactors -- freeing its subs from constant refueling and giving them almost infinite ability to stay submerged. Diesel boats had to come up for air to run their engines and recharge their batteries. But today's diesels have come a long way. Experts say they are quiet and can stay down for weeks. And they are available to anybody who can afford them.

It's ``certainly something that the Navy is concerned about," Sommer said. Extensive training has been done with the diesel subs of allies, to be ready if America ever has to fight such vessels for real.

All those diesels running around is another good reason to maintain the best submarine fleet, Wertheim said. ``As we become faced with smaller nations acquiring submarines, we have to be ready for any kind of threat."

So, should America take another look at diesels?

DCN: 11624

Pittsburgh Post-Gazette (Pennsylvania)
May 22, 2005

Here's a handy rule you can live by: The government reacts to change far more often than it causes change. So when you apply that guideline to this month's base-closing controversy, you can pretty much be sure that the changes the government is causing -- closing nearly three dozen bases and realigning both regional economies and home economies as a result -- reflect changes that have been long under way in the wider world.

This is no consolation to the thousands the domestic military **realignment** will put out of work, nor to the communities who now must pick up the pieces. But military forces are designed to respond to changes in the world, and one generation's national-security concerns cannot be allowed to warp the next generation's security preparations.

Nowhere does this cruel reality hit harder than two places that, for decades, have stood as symbols of America's defense profile: Ellsworth Air Force Base in Rapid City, S.D., and the United States Submarine Base **New London** in Groton, Conn.

The losses in these two places are almost beyond calculation: more than 3,800 jobs in South Dakota (where Ellsworth is the second-largest employer) and more than 8,400 jobs in Connecticut (which will lose more military jobs than any other state). But the raw numbers tell only part of the story. We know here in the Pittsburgh area, which might lose the 911th Military Airlift Wing, the Charles E. Kelly Support Facility and the Marine Light Attack Helicopter Squadron, that each military family accounts for thousands of dollars of spending beyond the base. And the bases themselves have been the spine of these communities' identities for decades.

But the air base and the sub base in two very different parts of the United States stand, together, as symbols of a very different military profile the United States is taking in the years after the fall of Soviet communism and the beginning of the 21st-century age of terror.

These bases go back into history, Groton as far back as the Ulysses S. Grant administration (it became a sub base a year before the nation entered World War I), Ellsworth as far back as the first month of World War II (it became a missile base as the Cold War deepened). The first nuclear submarine was built at Groton, an important arm of the American nuclear force in the Cold War was based at Ellsworth.

Indeed, it was in the Cold War that both these bases came of age and came to the forefront. Air and sub power were at the heart of the American military effort during that long twilight struggle, years in which the phrase forward projection had a meaning that was at once comforting and menacing. Ellsworth and Groton were the places where that forward projection -- of long-range bombers, of wide-ranging quiet subs -- were based. America slept better because of the aviators and sailors whose families slept in South Dakota and Connecticut.

But this is a different time, with different challenges, requiring different responses. There still are threats to American security, but not ones that likely require as big a submarine fleet or intercontinental ballistic missiles (which haven't been part of the Ellsworth arsenal for more than a decade). There still is a role for long-range bombers and submarines, but not for as many.

"Generally we don't need the same military we needed 20 years ago," says Andrew J. Bacevich, a retired Army colonel now teaching at Boston University and director of the university's Center for International Relations. "We can maintain supremacy with a radically different kind of force.

commissioners know how they feel."

The new Internet site

"Everywhere I go, people have been asking me what they can do, how they can help, where they can volunteer," Rell said in a statement from her Capitol office. "They question -- and rightly so -- whether closing the base will actually save any money at all."

She said the new Web page includes a survey for businesses that was compiled by the state Department of Economic and Community Development. The findings will be kept confidential. The BRAC is not considering potential economic damage as a reason to keep bases open, but state officials are amassing all the opposition they can to overturn the closure plan. "If you believe the Department of Defense made a huge mistake, tell the commissioners," Rell said. "Your message can affect the final decision. Let your voice be heard."

After the news that the submarine base was on the proposed BRAC closure list, Rell has made it a main focus of her attention.

She has created a nine-agency group to scour the 1,000-page DOD recommendation for flaws and errors; met with business and community leaders in southeastern Connecticut; and planned strategies with the state's congressional delegation and legislative leaders.

Rell Picks Sub Base Strike Team;
Assigns State Agencies To Challenge 1,000-Page Defense Department Plan
Hartford Courant (Connecticut)
May 19, 2005

Gov. M. Jodi Rell lined up a new assault team of state agency leaders Wednesday and ordered them to rip into the credibility of a report that recommends closing of the Naval Submarine Base in Groton.

``These agencies will go through every line of the 1,000-page recommendation from the Department of Defense, identify its weaknesses and come up with the ammunition we need to shoot it down," Rell said in a prepared statement.

The state's congressional delegation and Rell's so-called strike force are waiting for more detailed data that the military used to bolster its recommendation.

But state leaders already were questioning some of the military's assumptions about the value of the sub base and the costs of closing it. Gina McCarthy, commissioner of the state Department of Environmental Protection, said that the military's estimate of $23.9 million for environmental restoration at the sub base sounds unrealistic.

The 700-acre site contains 29 contaminated sites, many identified by the federal government as among the most polluted places in the country. Those sites include landfills and stockpiled material dredged from the Thames River to keep the river navigable. The dredged material is piled as high as 35 feet and contains solvents, heavy metals and other pollutants, McCarthy said.

Also, environmental officials do not know the extent of pollution in 13 of the sites, McCarthy said. The cost of assessing those sites, not including remediation, will easily run into the millions of dollars, she said.

DCN: 11624

Planned Base Closing Questioned;
Shutdown Of Conn. Sub Facility Would Burden Ga. Site, Chairman Says
Charlotte Observer (North Carolina)
Dave Montgomery
May 18, 2005

The chairman of the nation's base-closing review commission on Tuesday questioned the Navy's proposal to close the **New London** Submarine Base, suggesting that the massive transfer of personnel and resources to the Kings Bay Submarine Base in Georgia could overwhelm the Southern installation.

Closing the Connecticut submarine base is one of the largest and most controversial of nearly 180 proposed closures in a 2005 Pentagon base restructuring plan.

The nine-member Base **Realignment** and Closure Commission is scrutinizing the plan during four days of hearings, scheduled through Thursday.

After its four-month review of the Pentagon plan, the commission will draft a final base-restructuring plan for the president and Congress.

Top Navy officials, testifying before the commission, defended their recommendation.

Connecticut's two Democratic senators, Christopher Dodd and Joe Lieberman, held a news conference outside the hearing room to assail the proposal as a threat to national security.

"You're going to close this submarine base forever - no matter what threats this nation faces," Lieberman said.

Submarines and personnel from **New London** would be transferred to the Kings Bay submarine base and the Norfolk Naval Station in Virginia.

But commission Chairman Anthony Principi warned that communities near Kings Bay have "limited infrastructure" and may be ill prepared to absorb the influx.

More than 3,200 personnel would move from **New London** to Kings Bay, resulting in a projected 21 percent employment increase in St. Marys, a community adjacent to the base, Principi said.

Navy Secretary Gordon England, who's in line to become deputy defense secretary, said the Navy had carefully analyzed the region and felt confident that Kings Bay communities had adequate housing, schools, job opportunities and other resources to handle the transfer.

"In all of our moves," he said, "we looked at both ends of this."

Dodd disputed the Navy's assertion that the Connecticut base was less important militarily than the submarine bases in Virginia and Georgia.

He also asserted that the environmental cleanup at the vacated New England base will be enormous, saying that Navy officials who calculated the cost at $29 million were "living in Disneyland."

industry.

The Pentagon has made it clear that economic fallout on various base locales should not dissuade the commission from approving its recommendations. But it is worth noting that the impact on Connecticut is greater than on all other base locations and that its workforce -- as well as base personnel -- has expertise without peer.

The federal Government Accounting Office must verify the Pentagon's projected savings of $48 billion over 20 years from the base closings and **realignment.** Some local experts, including University of Connecticut economist Fred Carstensen, rightly question whether closing the Groton base and relocating the submarine operations to Georgia and Virginia will save money at all. For one thing, the cost of environmental cleanup of 15 contaminated sites on the Groton base property is believed to be vastly underestimated at $23.9 million.

Mrs. Rell and company are reassuring that there is much grist for the ``Save Me" mill.

Bill Foster CNRNE

DCN: 11624

BRAC Commission visits to New England Navy Bases

Submarine base New London 31 May 2005

Commissioners picked up from airport and escorted to Region/Group two HQs. Elected officials and staffers meet in Nautilus parking lot and transported to HQ by bus. Four Commissioners attended: Chairman Principi, Mr. Newton, Mr. Coyle, and Mr. Bilbray. Elected officials attending were: Governor Rell, Senator Dodd, Congressman Simmons, and Congressman Larson. Mr. Fred Downing represented Senator Liberman and Mr. Bernier represented Congresswoman Johnson. Limited region and Group staff in attendance.

Briefings began at 1345. Welcome and intro by RDML Kenny, CNRNE brief by RDML Watters, SUBASE brief by SUBASE CO, CAPT Sullivan, Group Two brief by Group two COS, CAPT Hanson and the Submarine Learning Center/Submarine brief by SLC CO, CAPT Lotring. Summary and closing remarks made by RMDL Kenny.

All questions that were answered were done so within the limits of the PAG. A number of questions were asking for an opinion. The elected officials stressed the synergy between Electric Boat and the SUBASE. Significant Questions that were asked are:

1. Commissioner: How was the $200M cost savings determined? (NRNE will forward to CNI)

2. Commissioner: Economic impact #s in report show 15,000 jobs, where do indirect #s come from? (NRNE will refer to CNI)

3. Commissioner: How much has been invested in SUBASE training facilities since 1990? (NRNE & Submarine Learning Center will coordinate and respond via CNI)

4. Commissioner: What is the financial impact on Private-Public Venture housing if SUBASE closes? (NRNE will coordinate with CNI to answer)

5. Commissioner: Is the Navy putting too much stuff in Norfolk? (NRNE will refer to CNI)

6. Commissioner: Can SUBASE NLON take the subs from Norfolk and put excess capacity in NLON? What are the maintenance/support costs associated? (SUBASE & NRNE will coordinate with CNI to answer)

7. Commissioner: Was moving boats from Norfolk to Groton considered? (Yes - room discussion on scenario data call related to moving all submarines from NFLK to NLON. NRNE will refer to CNI)

8. Commissioner: What is the largest number of subs ever home ported in Groton. (NRNE & CSG-2 will coordinate and answer through CNI)

9. Commissioner: What rational was used for the value of one submarine base over another? (Discussion on why not put all PAC boats in Bangor or Pearl? We were not part of that decision process. NRNE will refer to CNI)

10. Politician: How much investment do we have in SUBSCOL? Submarine Learning Center (SLC) responded replacement value is $750M. (Discussion on this number whether cost to rebuild in KBAY. SLC clarified that $750M was a replacement cost, trainers would be moved vice replaced which would reduce the cost. SLC & NRNE will coordinate to answer through CNI)

11. Congressman: Was the synergy of EBs proximity to SUBASE taken into account during the BRAC process (i.e. maintenance, basing and training of sailors)? (NRNE will forward to CNI to answer).

12. Commissioner: Does the Groton base land revert to anyone if base is closed? (NRNE is researching and will answer through CNI)

BACKGROUND QUESTIONS

13. Congressman: If the two major bases recommended in the region didn't close, would the NRNE still move? NRNE responded that CNI always is looking for efficiencies, won't speculate.

14. Commissioner: Do SUBASE #'s include all contractor personnel? (Discussion ensued mentioning EB personnel. Approximate numbers for all is ~ 1000, but number fluctuates and includes non mission support personnel)

15. Politician: What happens to the synergy between SUBSCOL and Coast Guard Academy/Surface Warfare School/Naval Undersea Warfare Center when the base closes? Politician noted rhetorical question.

16. Politician: Are there any significant time differences to dive points from either Norfolk/Groton/King's Bay? CSG-2 responded no tactically significant time differences. Related question: Is there a timesavings to the Pacific via Artic transit routes? CSG-2 responded this information would exceed the classification of this brief but could be discussed in a classified forum.

17. Commissioner: Why not move Tridents (SSBNs) up here? Discussed not feasible because of Nuclear Weapons handling/storage considerations.

18. Commissioner: Where will CSG-2 move? CSG-2 Responded most staff will go to NFLK, but flag staff may go to KBAY.

The briefings were followed by a bus tour for the Commissioners, their staff and the elected officials and their staff. It stopped at several SUB School buildings to look at some of the trainers. It traveled along the waterfront to show the piers and the repair facilities and wound back through the upper base to show on base house, and other support facilities. Tour concluded at 1630. Commissioners were escorted back to their hotel.

The Commissioners met with the elected officials again at 0900 on 1 June at the Nautilus Museum followed by combined press availability at the airport. The elected officials had press availability after the 31 May Navy briefs and tour. Strong local support apparent with a large crowd lining the major highway in front of the base on 1 June. Most wearing red shirts.

Portsmouth Naval Shipyard 1 June

Large crowd at the front gate wearing yellow shirts to greet the Commissioners as they drove on to the base. Briefings given at the o'club during a working lunch attended by shipyard senior civilian management and union officials. Four Commissioners attended: Chairman Principi, Mr. Newton, Mr. Coyle, and Mr. Bilbary. Elected officials in attendance were: Governor Baldacci (Me), Governor Lynch (NH), Senators Snowe (Me), Collins (Me), Sununu (NH), and Gregg (NH), Congressmen Allen (Me), Michaud (Me), Bradley (NH), and Basf (NH).

The command brief provided focused on the role of the PNSY, quality of life in the Portsmouth/Kittery area, economic impact and people and culture. Questions were asked about the MILCON projects, past, current and future. A list of the MILCON projects was provided to the Chairman.

This brief was followed by a walking and bus tour around the shipyard and support facilities on the island. Only the Commissioners, their staff and the elected officials participated on the tour.

The commissioners and elected officials returned to the O'Club for a second brief presented on behalf of the civilian workforce and not PNSY. This brief addressed the military value of PNSY and payback of the recommendation to close the shipyard. It was a comparative analysis of all shipyards with significant analytical detail. Well received by the Commissioners.

Brunswick Naval Air Station 2 June 2005

The visit to NASB with members of the BRAC Commission on Thursday morning. Commissioners attending included Chairman Anthony Principi, Commissioners Coyle, Bilbray and Newton. They were accompanied by 5 members of the BRAC Commission Staff. The Commissioners flew into NASB via MILAIR the night before. The CO, CAPT Robert Winneg, met the aircraft.

The Commission then spent the evening at a local hotel. The briefs began Thursday morning at 0730 in the CO's conference room with base briefings. Local government leaders in attendance were Governor Baldacci, as well as Maine's entire Congressional delegation, including Senators Snowe and Collins, and Congressmen Allen and Michaud. Major General Libby, the Adjutant General of Maine's National Guard was also in attendance. Chairman Principi allowed the Governor and CODEL to bring members of their staff into the conference room. From the Navy side, CAPT Winneg was the lead briefer and discussed installation specific issues. He was followed by CAPT Mike Hewitt, Commander, Patrol and Reconnaissance Wing Five, who discussed P-3 and MMA (Multi mission Maritime Aircraft) mission issues. The formal brief concluded with CAPT Al Labeouf, who is Commanding Officer of Naval Air Reserve Brunswick, who talked about the Reserve role at NASB. Other Navy members in attendance were the PWO, LCDR Mike Molnar, the BRAC lead, Mr. Tom Brubaker, NASB PAO John James, Deputy PD for Air and Fire Marty McMahon, Deputy SUPSHIP Bath Steve Jaconis, Bill Foster from NRNE, and Mr. Mark Anthony from CFFC.

The briefs went very smoothly. The questions were engaging, and it appeared that the members of the commission were starting to form impressions about the value of NASB. After the brief, we proceeded downstairs and had a quick tour of the Aircraft Intermediate Maintenance Detachment (AIMD) and then boarded a bus for a windshield tour. We started on the airfield side, proceeding down the south ramp and then off to towards Hangar 6. We got off the bus at Hangar 6 and toured the Hangar bays and some of the work centers. Back on the bus, and off to the community side of the base. We drove by the new Bachelor Quarters, both transient and permanent party, new Family Housing, Wing 5 headquarters and OPCENTER, aircraft fueling facility, Reserve facilities, and some quality of life highlight areas. After the bus tour, the commissioners departed to meet with the community and the press. They returned to board their flight back to Washington and were airborne before noon.

Below is a summary of their questions:

<u>Questions/Comments</u>:

Q. Commissioner Bilbray - What happens if we follow the Pentagon's recommendation? How many people and what assets remain?

A. Capt Winneg - We will have less than 400 active duty Navy. All aircraft will be gone after moving to NAS Jacksonville.

Q. Commissioner Coyle - What is the logic behind this recommendation (keep the base open with no aircraft assigned)?

A. Capt Winneg - Sir, I don't want to speculate.

Q. Chairman Principi - Can you give us your best guess (to above question)?

A. Capt Winneg - Sir, that would be speculation on my part.

Q. Commissioner Newton - What will the mission be?

A. Capt Winneg - For the base, it will be the same as it is today. We provide runways, tower and facilities to DoD aircraft when needed.

Q. Commissioner Newton - Would SERE (Survival, Evasion, Resistance and Escape) School stay?

A. Capt Winneg - Yes, under the recommendation it would remain here, with classrooms at NASB and field work at Rangely, Maine.

Q. Commissioner Newton (directed to MGEN Libby) - How would this impact on your effort to relocate your assets to NASB?

A. MGEN Libby - It would not change. I would still want to relocate to NASB. I would, however, be compelled to look at the option of modifying existing vacated facilities rather than construct new ones.

Q. Chairman Principi (directed to Commodore Hewitt) - How does moving all P-3 aircraft to NAS Jacksonville enhance the CNO's "Sea Power 21" objectives?

A. Commodore Hewitt - It would not. Sea Power 21 addresses our operations when deployed, and it doesn't matter where the deployed forces come from. The impact would come from our ability to support homeland defense missions.

Q. Commissioner Newton - Will you need to leave a maintenance detachment here to support homeland defense alert tasking?

A. Commodore Hewitt - That would depend on the duration of the tasking.

Q. Commissioner Newton - Does MMA have the same persistence (time available on station) as P-3 aircraft?

A. Commodore Hewitt - MMA has greater persistence, with the ability for in-flight refueling. The in-flight refueling allows the aircraft to takeoff with a heavier weapons load.

Q. Chairman Principi - What cost savings are generated by this proposal?

A. BRAC Commission staff answered, reviewing the DoD BRAC financial data.

Q. Chairman Principi - Could it conceivably cost more to money to maintain a detachment here?

A. Captain Winneg/Commodore Hewitt - Could not speculate.

Comment. Commissioner Newton - There appears to be a lot of hidden costs in this proposal.

Q. Chairman Principi - How would you do detachment maintenance?

A. Commodore Hewitt/Capt Winneg - P-3s can carry maintenance support personnel onboard to support short duration detachments.

Q. Commissioner Bilbray - Where in New England could you place/operate P-3 detachments supporting homeland defense missions if NASB closed?

A. Mr. Anthony (CFFC) - Nowhere. That is why CFFC considers NASB to be a vital strategic location.

Comment. Commissioners asked to display a map showing locations of DoD airfields in the Northeast before and after previous BRAC rounds.

Q. Chairman Principi - With no encroachment issues at NASB and the significant encroachment issues at Oceana, did you look at moving any aircraft here from Oceana?

A. Mr. Anthony (CFFC) - Moving F-18's to Brunswick would put them too far from the fleet, creating problems with training/readiness. 6/6: Phone msg McAnthy: det out of McGuire AFB (Also Potential OTIS/BANGOR/ + construction (Harpers Sound)) Westover: local/no ... 24000

Comment. Chairman Principi - NAS Fallon isn't near the fleet.

A. Mr. Anthony - NAS Fallon is a training base, no aircraft are assigned there.

Comment. Chairman Principi - I am puzzled as to why the Navy wants to move all operational forces out of New England. With the exception of McGuire AFB and Ft Drum in New York, all of DoD is leaving the Northeast.

Q. Chairman Principi - Why keep the base open with no aircraft assigned.

A. Mr. Anthony - Strategic importance.

Comment. Commissioner Newton - We will have to analyze the data to see if this proposal has any strategic value. We will have to see if the mission synergies outweigh the strategic loss.

Comment. Commissioner Newton - Clearly there are some hidden costs here.

Q. Commissioner Coyle - MMA will have new capabilities. Do you see a change in the way you would operate here in Brunswick using that aircraft?

A. Commodore Hewitt - No, would not change our operations in support of homeland defense.

Q. Commissioner Coyle - If the Navy puts more emphasis on cruise missile defense, how would that impact you here?

A. Commodore Hewitt - The new capabilities of MMA will shape the way we do business.

Comment. Commissioner Newton - We really need to look at the response time to the major cities in the Northeast if we close NAS Brunswick.

Q. Are we going to look at the cost savings now or later?

A. BRAC Commission staff - Later

Comment. Commissioner Bilbray - The cost savings in this scenario don't make sense.

Comment. Commodore Hewitt - Savings based on maintenance support personnel are
P-3 specific and cannot be carried over after conversion to MMA.

Q. (unknown - one of the Commissioners) - asked about active/reserve integration.

A. Commodore Hewitt - VP-92 and VP-26 have led the Navy in integration of active and reserve forces. Integration has enabled the reserve forces to train and operate the latest equipment, making them worldwide deployable. This has benefited both active and reserve forces.

Q. (unknown - one of the Commissioners) - How will the move impact on reservist from New England who won't have a squadron to fly with?

A. Commodore Hewitt - Reserve personnel will have to make a personal choice on maintaining affiliation with the Navy Reserve. Many of them may choose not to affiliate if they have to travel a great distance.

Q. (unknown - one of the Commissioners) - Are pilots the only people that attend SERE training or do other people go?

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A. Capt Winneg - All combat pilots and aircrew go through SERE. Occasionally, other specialties, such as SEALs attend.

aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Recommendation for Closure
Naval Weapons Station Seal Beach Detachment, Concord, CA

Recommendation: Close the Inland area of Naval Weapons Station Seal Beach Detachment, Concord CA, except retain such property and facilities as are necessary to support operations in the Tidal area of Naval Weapons Station Seal Beach Detachment Concord. The Tidal area of Naval Weapons Station Seal Beach Detachment Concord, along with the retained portion of the Inland area, shall be transferred to the Army.

Justification: While Department of the Navy weapons stations have no excess capacity for loading and distribution of munitions, there is an excess of munitions storage capacity. Because of the departure of Fleet units from the San Francisco area in the 1990s, Naval Weapons Station Seal Beach Detachment Concord's Inland magazine field has been in a reduced operating status since 1999. At that time, the Inland area was retained in an effort to minimize risk should a future need develop to expand storage capacity. The Explosive Safety Quantity Distance arcs in the Inland area were available to allow safe, temporary holding of railcars with munitions destined for loading by the Army-managed Marine Ocean Terminal Concord (at the Tidal area) during high tempo operations. After consultation with Combatant Commanders, the Army Material Command and the Army component of the U.S. Transportation Command, the Department of the Navy has concluded this capability is no longer necessary. The Inland area is excess to Department of the Navy/DoD needs and is severable. The closure of the Inland area, therefore, will save money and have no impact on mission capability.

The City of Concord requested closure of both the Inland and Tidal portions of Naval Weapons Station Seal Beach Detachment Concord. Munitions loading requirements preclude closing the Tidal area but the Inland area is excess and may be closed. Because Tidal area operations are in support of the Army component of the U.S. Transportation Command, transfer of the property to the Army aligns the property holder with the property user.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $14.0M. The net of all costs and savings to the Department during the implementation period is a savings of $43.2M. Annual recurring savings to the Department after implementation are $16.4M with a payback expected in one year. The net present value of the costs and savings to the Department over 20 years is a savings of $199.7M.

Economic Impact on Communities: This recommendation will not result in any job reductions (direct or indirect) over the 2006-2011 period in the Oakland-Fremont-Hayward, CA, Metropolitan Division economic area. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

with assets at the Walter Reed Army Medical Center Forest Glenn Annex will create a DoD Center of Hyperbaric and Undersea Medicine that will increase synergy by consolidating previously separate animal and human research capabilities at a single location. The consolidation of Navy Region, Northeast with Navy Region, Mid-Atlantic is one element of the Department of the Navy efforts to reduce the number of Installation Management Regions from twelve to eight. Consolidation of the Regions rationalizes regional management structure and allows for opportunities to collocate regional entities to align management concepts and efficiencies.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $679.6M. The net of all costs and savings to the Department during the implementation period is a cost of $345.4M. Annual recurring savings to the Department after implementation are $192.8M with a payback expected in three years. The net present value of the costs and savings to the Department over 20 years is a savings of $1,576.4M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 15,808 jobs (8,457 direct jobs and 7,351 indirect jobs) over the 2006-2011 period in the Norwich-New London, CT Metropolitan Statistical Area, which is 9.4 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: Naval Station Norfolk, VA is in Maintenance for Ozone (1-Hour) and Marginal Non-attainment for Ozone (8-Hour). An Air Conformity Determination may be required. There are potential impacts for dredging; marine mammals, resources, or sanctuaries; threatened and endangered species; and water resources. Naval Shipyard Norfolk, VA, has the same air status as Naval Station Norfolk. There may be similar water resource impacts. Submarine Base Kings Bay, GA, is in Attainment. There are potential impacts for dredging; marine mammals, resources, or sanctuaries; threatened and endangered species; and water resources. Naval Air Station Pensacola, FL, is in Attainment. There are potential impacts to cultural, archeological, tribal resources; waste management; and wetlands. Walter Reed Medical Center-Forrest Glen Annex, MD, is in Severe Non-attainment for Ozone (1-Hour and 8-Hour) and an Air Conformity Determination will be required. There are potential impacts to land use constraints or sensitive resources, and wetlands. Fort Sam Houston, TX, is in Attainment. There are potential impacts to cultural, archeological, tribal resources; threatened and endangered species; and water resources. No impacts are anticipated for the remaining resource areas of noise; or waste management. This recommendation indicates impacts of costs at the installations involved, which reported $11.3M in costs for waste management and environmental compliance. These costs were included in the payback calculation. Naval Submarine Base New London, CT, the closing installation, reports $23.9M in costs for environmental restoration. Because the Department has a legal obligation to perform environmental restoration regardless of whether an

Department of the Navy

Infrastructure Analysis Team

Surface-Subsurface Capacity Analysis

Capacity	CGEs
Max Theoretical	578
Non-Operational	-152
FRP - impact for Ship Maint & Weaps	- 50
Pier Maintenance (5%)	- 21
Navy Operational Capacity	355

Requirements	CGE
20 year FSP	411
Less Shipyard	- 6
Less FDNF	- 38
Net	367
Apply Inport % Paradigm (.726)	
Navy Operational Requirement:	267

Excess= 88 CGE (25%) [6]

Navy Operational Capacity – Navy Operational Requirement

Department of the Navy

Infrastructure Analysis Team

CGE's and In Port % by Ship Class

SHIP CLASS	CGEs	INPORT %
SSBN	1.00	50%
SSN	0.75	70%
SSGN	1.00	67%
CV	4.00	100%
CVN	4.00	100%
CG	1.00	70%
DDG	1.00	70%
FFG	0.75	70%
LHA	2.50	70%
LHD	2.50	70%
LPD	2.00	70%
LSD	1.50	70%
LCS	1.00	70%

SHIP CLASS	CGEs	INPORT %
LCS	1.00	70%
MCM	0.50	100%
MHC	0.25	100%
AE	1.50	70%
AKE	2.50	70%
AO	2.00	70%
AOE	2.00	70%
AFS	1.50	67%
AS	1.50	67%
ARS	0.50	67%
ATF	0.50	67%
AGOS	0.50	67%
LCC	2.00	67%
DD(X)/CG(X)	1.50	70%

DCN: 11624

Surface / Subsurface Operations
Military Value Evaluation Questions

Attribute: ***Operational Infrastructure***

Component: ***Ship Berthing***

SEA-1. Relative ability to berth multiple naval combatants.

SEA-1. What is the maximum combined CG Equivalent (CGE) capacity for your activity's piers / wharves? (CGEs)

Source: Data Call I

Based on largest combined CGE value received from field, analyst will apply a function for zero credit to a maximum credit corresponding to this value.

SEA-2. Relative number of CVNs that can be berthed in cold iron status.

SEA-2. How many CVNs can you berth at your activity in cold iron status? (Count)

Source: Data Call I

Based on largest CVN berthing value received from field, analyst will apply a function for zero credit to a maximum credit corresponding to this value.

SEA-3. Infrastructure supports homeporting of SSBNs.

SEA-3. Does the installation have the ability to homeport SSBNs to include the ability to meet weapons stowage, transportation, maintenance, and handling requirements?

Source: Data Call II

Binary value

SEA-4. Relative condition of the piers.

SEA-4. What is the combined total linear feet of berthing for your piers / wharves in the following categories:

Adequate Linear Feet	Substandard Linear Feet	Inadequate Linear Feet

Source: Data Call I

Based on largest Adequate and Substandard (with .5 factor) Linear Feet value received from field, analyst will apply a function for zero credit to a maximum credit corresponding to this value.

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Operational Infrastructure***

Component: Ship Maintenance

SEA-7a-c. Relative value of the on-base IM facility in terms of capability and capacity

SEA-7a. (0.6) What is the Maximum Capacity Index for Ship Maintenance for your on-base IM facilities (DLH) divided by the maximum combined CG Equivalent (CGE) capacity for your activity's piers / wharves.

Source: Data Call I (2 values)

Ratio of DLH to CGE to normalize capacity to ships berthing ability. Analyst will apply function for zero to maximum credit.

SEA-7b. (0.2) Is your nearest IM facility nuclear capable? (y/n) **<credited only for on-base facility>**

Source: Data Call I

Binary value.

SEA-7c. (0.2) What is the Maximum Capacity Index for Ship Maintenance for your on-base IM facilities (DLH).

Source: Data Call I (2 values)

Analyst will apply function for zero to maximum credit.

SEA-8a-b. Relative value of the available drydocks in the harbor complex.

SEA-8a. (0.25) How many NAVSEA certified floating drydocks are in your natural harbor complex? (Count)

Source: Data Call II

Based on largest value received from field, analyst will apply a function for zero credit to a maximum credit corresponding to this value.

SEA-8b. (0.75) How many NAVSEA certified graving drydocks are in your natural harbor complex? (Count)

Source: Data Call II

Based on largest value received from field, analyst will apply a function for zero credit to a maximum credit corresponding to this value.

SEA-9. Relative value of proximity to the nearest nuclear capable shipyard

SEA-9. What is the distance (safe navigation route) from your pier / wharf complex to the nearest nuclear capable shipyard? (Distance: nautical miles)

Source: Data Call II

Based responses received, analyst will apply a function for zero credit to a maximum credit corresponding to this value.

SEA-10. Degaussing range available in the natural harbor complex.

SEA-10. Is there a degaussing range in the natural harbor complex? (y/n)

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Operational Infrastructure***

Component: ***Specialized Security / Emergency Services***

SEA-13. Relative value of specialized security / emergency services capabilities.

SEA-13. Does the activity have specialized security / emergency service capabilities: (y/n)

Capabililty	Yes/No
Nuclear Weapons Security Requirements of Berthed SSBNs (0.25)	
Nuclear Weapons Handling (y/n) (0.25)	
Nuclear Weapons Radiological Accident Response (y/n) (0.25)	
Nuclear Reactor Radiological Accident Response (y/n) (0.25)	

Source: Data Call II

Binary values.

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Operational Infrastructure***

Component: Munitions Storage and Handling

SEA-16. Relative value of ordnance handling pier capacity for your waterfront piers/wharves.

SEA-16. What is the combined ESQD Net Explosive Weight for your waterfront piers / wharves?

Source: Data Call I

Based on responses received, analyst will apply a function for zero credit to maximum credit.

SEA-17. Relative value of on-base ordnance storage capability and capacity.

SEA-17. What is the total of current and appropriated ordnance capacity (tons) divided by the maximum combined CG Equivalent (CGE) capacity for your activity's piers / wharves?

Source: Data Call I

Ratio of tons over CG Equivalents. Based on responses received, analyst will apply a function for zero credit to maximum credit.

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Operational Training***

Component: Training Facilities

~~SEA-19. Relative value of proximity to the nearest shipboard firefighting training facility.~~

SEA-19. What is the distance to the nearest shipboard firefighting training facility? (Distance: miles)

Source: Data Call II

Based on responses received, analyst will apply a function for zero to maximum credit.

~~SEA-20. Relative value of proximity to the nearest damage control training facility.~~

SEA-20. What is the distance to the nearest damage control training facility? (Distance: miles)

Source: Data Call II

Based on responses received, analyst will apply a function for zero to maximum credit.

~~SEA-21. Relative value of proximity to the nearest submarine training facility.~~

SEA-21. What is the distance to the nearest submarine training facility? (Distance: miles)

Source: Data Call II

Based on responses received, analyst will apply a function for zero to maximum credit.

~~SEA-22. Relative value of unique training capabilities.~~

~~SEA-22. List any unique operational training facilities at your activity (defined as facility which exists at no other location).~~

~~Facility Title (text)~~	~~Specific Location (text)~~	~~Training Objective (text)~~

~~*Source: Data Call I*~~

~~*Based upon responses received, IEG will evaluate and assign credit.*~~

SEA 22 Deleted by DAG – 07 SEP 04

~~SEA-23. Relative value of proximity to the nearest shiphandling training facility.~~

SEA-23. What is the distance to the nearest ship handling training facility? (Distance: miles)

Source: Data Call II

Based on responses received, analyst will apply a function for zero to maximum credit.

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Operational Training***

Component: OPAREAs / Ranges

SEA-25. Relative value of proximity to the nearest anti-air warfare range.

SEA-25. What is the transit distance (safe navigation route) to the nearest anti-air warfare range? (Distance: nautical miles)

Source: Data Call II

Based on responses received, analyst will apply a function for zero to maximum credit.

SEA-26. Relative value of proximity to the nearest naval gunnery qualification range.

SEA-26. What is the transit distance (safe navigation route) to the nearest naval gunnery qualification range? (Distance: nautical miles)

Source: Data Call II

Based on responses received, analyst will apply a function for zero to maximum credit.

SEA-27. Relative value of proximity to the nearest submarine operating area.

SEA-27. What is the transit distance (safe navigation route) to the nearest submarine operating area? (Distance: nautical miles)

Source: Data Call II

Based on responses received, analyst will apply a function for zero to maximum credit.

SEA-28. Relative value of proximity to the nearest mine warfare training area.

SEA-28. What is the transit distance (safe navigation route) to the nearest mine warfare training area? (Distance: nautical miles)

Source: Data Call II

Based on responses received, analyst will apply a function for zero to maximum credit.

SEA-29. Relative value of proximity to the nearest submarine training range.

SEA-29. What is the transit distance (safe navigation route) to the nearest submarine training range? (Distance: nautical miles)

Source: Data Call II

Based on responses received, analyst will apply a function for zero to maximum credit.

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Port Characteristics***

Component: Operational Location

SEA-31. Relative value of the transit distance (safe navigation route) to sea.

SEA-31. What is the channel distance (safe navigation route) to sea? (Distance: nautical miles)

Source: Data Call I

Based on responses received, analyst will apply a function for zero to maximum credit.

SEA-32. Relative value of the transit distance (safe navigation route) to the 50 fathom curve.

SEA-32. What is the transit distance (safe navigation route) to the 50 fathom curve? (Distance: nautical miles)

Source: Data Call II

Based on responses received, analyst will apply a function for zero to maximum credit.

SEA-33. Percent of the day the harbor channel allows CV/CVN transits.

SEA-33. What percent of the day (averaged for FY03) would your harbor channel allow CV/CVN transits? (%)

Source: Data Call II

Analyst will apply a function to answers from zero to 100 percent.

SEA-34a-b. Relative impact of local weather on operations.

SEA-34a. (0) ~~In the table below, provide the percent of ship underways and arrivals delayed more than three hours due to weather.~~

	~~% Delay CY00~~	~~% Delay CY01~~	~~% Delay CY02~~	~~% Delay CY03~~
~~JAN~~				
~~FEB~~				
~~MAR~~				
~~APR~~				
~~MAY~~				
~~JUN~~				
~~JUL~~				
~~AUG~~				
~~SEP~~				
~~OCT~~				
~~NOV~~				
~~DEC~~				

~~*Source: Data Call II*~~

~~*Based on responses received, analyst will apply a function for zero credit to a maximum credit.*~~

Question Deleted by DAG due to non-availability of data from some activities – 7 SEP 04

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Port Characteristics***

Component: Strategic Location

SEA-37. Port location is of strategic military value.

SEA-37. What is the geographic location of the installation?

Source: Data Call I

IEG determines which locations are of strategic military value.

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Port Characteristics***

Component: Anti-Terrorism/Force Protection

SEA-39a/b. Relative value of buildings which meet structural criteria and/or perimeter standoff criteria?

SEA-39a. (0.4) What total square footage of your buildings comply with structural criteria (frame, walls, glazing, etc.) contained in DoD Minimum Antiterrorism Standards for Buildings (UFC 4-010-01)?

Source: Data Call II

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

SEA-39b. (0.6) What total square footage of your buildings meet the minimum perimeter standoff distance distances as specified in DoD Minimum Antiterrorism Standards for Buildings (UFC 4-010-01)?

Source: Data Call II

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

SEA-40. Adequate space available for Entry Control points to have vehicle search, holding areas, and rejection lanes?

SEA-40. Is adequate space available for all Entry Control Points (ECPs) to have vehicle search, holding areas, and rejection lanes as specified in UFC 4-010-01?

Source: Data Call II

Binary value.

SEA-41. Relative value of utility (government or commercial, electric or water) redundancy?

SEA-41. Is the installation supported by an electric or water utility (government or commercial) that is a single point source (no redundant capability)?

Source: Data Call II

Installation will receive 0.5 points for each listed utility that has redundancy.

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Environment and Encroachment***

Component: Dredging

ENV-1a-c. Relative value of known impediments to conducting dredging operations

ENV-1a. (1.0) Does your harbor/channel require dredging operations?

Source: Data Call II

Binary. If no, full credit is applied. If yes, ENV-1b-c. apply.

ENV-1b. (0.75) Is a dredge spoil site identified? If so what is the remaining capacity?

Source: Data Call I

Based on percentage of capacity remaining, analyst will apply a function for zero credit to a maximum credit corresponding to this value.

ENV-1c. (0.25) Is dredging activity impacted because of the known or suspected presence of ordnance in the water?

Source: Data Call I

Binary value.

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: **Environment and Encroachment**

Component: Land Constraints

ENV-2g. (0.1) Are there operational testing/training restrictions as a result of the presence of Threatened and Endangered Species (TES), candidate species, biological opinions or sensitive resource areas?

Source: Data Call I

Binary credit. Credit is applied for a "no" response.

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Environment and Encroachment***

Component: Environmental Costs

ENV-4: Relative value of the costs associated with conducting the installation's environmental program.

ENV-4. Excluding DERA funds, provide the average annual total cost of environmental fees, studies, permits, licenses, projects, etc., over the last 3 fiscal years (FY01-03). Provide the annual installation budget over this same period. Divide the environmental costs by the installation budget.

Source: Data Call II

Based on response received, analyst will apply a function for zero credit to a maximum credit.

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Environment and Encroachment***

Component: Potable Water

ENV-6a-b. Relative value of potable water resource constraints.

ENV-6a. (0.25) Can the existing water system/treatment facility provide 50% more water than current demand?

Source: Data Call I

Binary value.

ENV-6b. (0.75) How many days during FY 1999-2003 were restrictions implemented that limited production or distribution?

Source: Data Call I

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Environment and Encroachment***

Component: Air Quality

ENV-8a-g: Relative value of air quality control issues due to current or proposed regulations.

ENV-8a. (0.2) Have operations, testing or training been restricted as a result of air quality requirements?

Source: Data Call I

Binary value. Credit is applied for a "no" response.

ENV-8b. (0.2) Has the installation been required to implement emission reduction procedures through special actions?

Source: Data Call I

Binary value. Credit is applied for a "no" response.

ENV-8c. (0.1) Are there critical air quality regions within 100 statute miles of the installation that restrict operations?

Source: Data Call I

Binary value. Credit is applied for a "no" response.

ENV-8d. (0.2) Is the installation, range, or auxiliary field located in an area currently designated non-attainment or maintenance for any criteria pollutant?

Source: Data Call I

Binary value. Credit is applied for a "no" response.

ENV-8e. (0.1) Is the installation, range, or auxiliary field located in an area proposed to be designated non-attainment for the new 8-Hour ozone or the PM2.5 standard?

Source: Data Call I

Binary value. Credit is applied for a "no" response.

ENV-8f. (0.1) Are emission credits owned by the installation or available for purchase in the area?

Source: Data Call I

Binary value.

ENV-8g. (0.1) Do the Clean Air Act (CAA) operating permits have any unused capacity?

Source: Data Call I

Binary value.

Attribute: ***Personnel Support***

Component: Medical

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Personnel Support***

Component: Housing

PS-2a-c: Relative value of government and PPV housing availability

PS-2a. (0.5) What was the average wait time (in months) for family housing, including Public Private Venture (PPV) units, at your installation as of 30 September 2003?

$$\text{Avg Wait Time} = \frac{(\text{List}_1 \text{ Wait Time x List}_1 \text{ Units}) + (\text{List}_2 \text{ Wait Time x List}_2 \text{ Units}) + \ldots}{\text{Total Housing Units}}$$

Source: Data Call II

Based on responses received, analyst will apply a function for zero to maximum credit.

PS-2b. (0.25) What is the total number of adequate Bachelor Quarters (combined officer and enlisted; both current and budgeted) at your installation divided by the total military population as of 30 Sep 2003?

Source: Data Call I

Ratio of number of rooms per active duty population. Based on responses received, analyst will apply a function for zero to maximum credit.

PS-2c. (0.25) What was the total number of non availability nights over the past five years (1999-2003) divided by the total number of transient rooms as of 30 Sept. 2003 at your installation?

Source: Data Call I

Ratio of number of non-availability nights per total number of transient rooms. Based on responses received, analyst will apply a function for zero to maximum credit.

PS-3a-c: Relative value of community housing availability, affordability and proximity.

PS-3a (0.25) What is the community rental vacancy rate?

Source: Data Call II (Criteria 7 question)

Based on responses received, analyst will apply a function for zero to maximum credit.

PS-3b. (0.50) What is the BAH (O-3 without dependents) for the locality as of 1 Jan 2004?

Source: Data Call II (Criteria 7 question)

Based on responses received, analyst will apply a function for zero to maximum credit

PS-3c. (0.25) What is the average commute time for those living off base (source: Census Bureau)? (Time: minutes)

Source: Data Call II

Based on responses received, analyst will apply a function for zero to maximum credit.

Attribute: ***Personnel Support***

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Personnel Support***

Component: Employment

PS-6a-b. Relative opportunity for dependent/off-duty employment

PS-6a. (0.5) What were the annual unemployment rates for the 5-year period of 1999-2003?

Source: Military Value Data Call (Criterion 7)

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

PS-6b. (0.5) What was the annual covered employment (job growth) for the periods 1998-2003 (%)

Source: Military Value Data Call (Criterion 7)

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Personnel Support***

Component: MWR

PS-9. Relative availability of MWR facilities

PS-9. Which MWR facilities are located at your installation? (y/n)

FACILITY	Available (yes/no)	Value
Gymnasium/Fitness Center		0.3
Swimming Facilities		0.2
Golf Course		0.1
Youth Center		0.1
Officer/Enlisted Club		0.1
Bowling		0.03
Softball Field		0.02
Library		0.01
Theater		0.01
ITT		0.01
Museum/Memorial		0.01
Wood Hobby		0.01
Beach		0.01
Tennis CT		0.01
Volleyball CT (outdoor)		0.01
Basketball CT (outdoor)		0.01
Racquetball CT		0.01
Driving Range		0.01
Marina		0.01
Stables		0.01
Football Field		0.01
Soccer Field		0.01
TOTAL		**1.00**

Source: Data Call II

Binary value.

Surface / Subsurface Operations-Military Value Evaluation Questions

Attribute: ***Personnel Support***

Component: Metropolitan Area Characteristics

PS-11. Relative proximity to a population center/city that has a population greater than 100,000.

PS-11. What is the distance in miles to the nearest population center/city that has a population greater than 100,000?

Source: Data Call II (Criterion 7)

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

PS-12. Relative proximity to the nearest commercial airport that offers regularly scheduled service by a major airline carrier.

PS-12. What is the distance in miles to the nearest commercial airport that offers regularly scheduled service by a major airline carrier?

Source: Data Call II (Criterion 7)

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

PS-13. Relative local crime rate.

PS-13. What is the FBI Crime Index for your activity's location (MHA)? (source: FBI Crime Index 2002; http://www.fbi.gov/ucr/ucr.htm) (Numeric)

Source: Data Call II (Criterion 7)

Based on responses received, analyst will apply a function for zero credit to a maximum credit.

NAVSTA_NORFOLK_VA, VA

Demographics

The following tables provide a short description of the area near the installation/activity. NAVSTA_NORFOLK_VA is within Norfolk, VA, the nearest city with a population of 100,000 or more. The nearest metropolitan statistical area (MSA) is

MSA	Population
Norfolk-Virginia Beach-Newport News, VA-NC MSA	1,569,541

The following entities comprise the military housing area (MHA):

County/City	Population
Chesapeake City	199184
Currituck	18190
Fredericksburg City	19279
Isle Of Wight	29728
Norfolk City	234403
Portsmouth City	100565
Suffolk City	63677
Virginia Beach City	425257
Total	1,090,283

Child Care

This attribute captures the number of nationally accredited child-care centers within the local community: 14

Cost of Living

Cost of Living provides a relative measure of cost of living in the local community. General Schedule (GS) Locality pay provides a relative scale to compare local salaries with government salaries and Basic Allowance for Housing (BAH) is an indicator of the local rental market. In-state tuition is an indicator of the support provided by the state for active duty family members to participate in higher-level education opportunities. For median household income and house value, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

Median Household Income	(US Avg $41,994)	$42,448	Basis: MSA
Median House Value	(US Avg $119,600)	$110,000	
GS Locality Pay	("Rest of US" 10.9%)	10.9%	
O-3 with Dependents BAH Rate		$1,130	

In-state Tuition for Family Member	No	
In-state Tuition Continues if Member PCSs Out of State	No	

Education

This attribute defines the population in local school districts and identifies capacity. The pupil/teacher ratio, graduation rate, and composite SAT I/ACT scores provide a relative quality indicator of education. This attribute also attempts to give communities credit for the potential intellectual capital they provide.

NOTE: "MFR"--means a Memorandum For Record is on file at the installation/activity/agency to document problems in obtaining the required information. Reasons for not being able to obtain information may be that the school district refused to provide the information or the school district does not use or track the information. For each entry, the number of school districts for which data are available of the total number of school districts reported, and the number of MFRs is indicated.

		Basis
School District(s) Capacity	266,811	8 of 8 districts
Students Enrolled	246,945	8 of 8 districts
Average Pupil/Teacher Ratio	12.6:1	8 of 8 districts
High School Students Enrolled	69,791	8 of 8 districts
Average High School Graduation Rate (US Avg 67.3%)	83.4%	8 of 8 districts
Average Composite SAT I Score (US Avg 1026)	971	8 of 8 districts
Average ACT Score (US Avg 20.8)	20	8 of 8 districts
Available Graduate/PhD Programs	12	
Available Colleges and/or Universities	17	
Available Vocational and/or Technical Schools	15	

Employment

Unemployment and job growth rates provide an indicator of job availability in the local community. National rates from the Bureau of Labor Statistics are also provided. For each entry, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

The unemployment rates for the last five years:

	1999	2000	2001	2002	2003
Local Data	3.4%	2.6%	3.5%	4.2%	4.4%
National	4.2%	4.0%	4.7%	5.8%	6.0%
Basis:	MSA	MSA	MSA	MSA	MSA

The annual job growth rate for the last five-years:

	1999	2000	2001	2002	2003
Local Data	.1%	1.3%	1.1%	1.7%	1.9%
National	1.5%	2.4%	.03%	-.31%	.86%
Basis:	MSA	MSA	MSA	MSA	MSA

Housing

This attribute provides an indication of availability of housing, both sales and rental, in the local community. Note: According to the 2000 Census, Vacant Sale and Vacant Rental Units do not equal total Vacant Housing Units. Vacant housing units may also include units that are vacant but not on the market for sale or rent. For each entry, the basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

Total Vacant Housing Units	41,676	Basis: MSA
Vacant Sale Units	7,856	
Vacant Rental Units	13,560	

Medical Providers

This attribute provides an indicator of availability of medical care for military and DoD civilians in the local community. The table reflects the raw number of physicians/beds and ratio of physicians/beds to population. The basis of the data (either MSA or number of counties in the MHA or the county of the installation) is indicated.

	# Physicians	# Beds	Population	
Local Community	3,599	2,936	1,569,541	Basis: MSA
Ratio	1:436	1:535		
National Ratio (2003)	1:421.2	1:373.7		

Safety/Crime

The local community's Uniform Crime Reports (UCR) Index for 2002 per 100,000 people and the national UCR based on information from the Federal Bureau of Investigation (FBI) for 2002 is provided. The basis of the data (either MSA or state) is indicated.

Local UCR	4,478.8	Basis: MSA
National UCR	4,118.8	

Transportation

Distance to an airport shows convenience and availability of airline transportation. Public transportation shows potential for members and DoD civilians to use it to commute to/from work under normal circumstances and for leisure.

Distance from NAVSTA_NORFOLK_VA to nearest commercial airport: 8.0 miles
Is NAVSTA_NORFOLK_VA served by regularly scheduled public transportation? Yes

Utilities

This attribute identifies a local community's water and sewer systems' ability to receive 1,000 additional people.

Does the local community's water system have the ability to meet an expanded need of an additional 1,000 people moving in the local community? Yes

Does the local community's sewer system have the ability to meet an expanded need of an additional 1,000 people moving in the local community? Yes

DCN: 11624

City of
New London
Connecticut

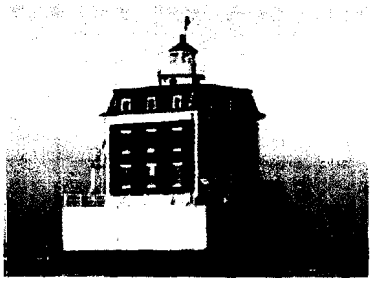
General Information

History
Demographics
Real Estate Values
Downtown Map

Located midway between Boston, Massachusetts and New York City and situated on the shores of both the Thames River and Long Island Sound the City of New London is a wonderful community in which to live, visit and do business.Our historic waterfront City is best known as the home of the U.S. Coast Guard Academy and America's Tall Ship the Barque Eagle.

New London is also known as an historic whaling port, a center of higher learning, a multi modal transportation center and an arts and cultural center.

Final Pfizer construction beam on display



Ledge Light - Thames River

The City is presently in the midst of a period of economic revitalization with significant development initiatives underway in the State Pier, the Downtown and the Fort Trumbull areas. The most notable result of these efforts is the recent completion of Pfizer, Inc.'s $300 million dollar Global Research and Development Headquarters on the City's waterfront. This is what New London is all about.

DCN: 11624

City of New London Connecticut

General Information

History
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New London City, Connecticut Statistics and Demographics (2000)

New London Population: 25,671

Sex and Age	Number	Percent
Male	12543	48.86%
Female	13128	51.14%
Under 5 years	1709	6.66%
5 to 9 years	1682	6.55%
10 to 14 years	1624	6.33%
15 to 19 years	2294	8.94%
20 to 24 years	3056	11.9%
25 to 34 years	3845	14.98%
35 to 44 years	3759	14.64%
45 to 54 years	2880	11.22%
55 to 59 years	984	3.83%
60 to 64 years	731	2.85%
65 to 74 years	1429	5.57%
75 to 84 years	1208	4.71%
85 years and over	470	1.83%
Median age	31.2	31.2
18 years and over	19814	77.18%
Male	9589	37.35%
Female	10225	39.83%
21 years and over	17542	68.33%
62 years and over	3527	13.74%
65 years and over	3107	12.1%
Male	1213	4.73%
Female	1894	7.38%

Race	Number	Percent
One race	24216	94.33%
White	16299	63.49%
Black	4784	18.64%
American Indian	225	0.88%
Asian	544	2.12%
Asian Indian	70	0.27%
Chinese	122	0.48%
Filipino	143	0.56%
Japanese	27	0.11%
Korean	30	0.12%
Vietnamese	48	0.19%
Other Asian	104	0.41%
Native Hawaiia	21	0.08%
Native Hawaiian	6	0.02%
Guamanian	5	0.02%
Samoan	1	0%
Other Pacific Islander	9	0.04%
Some other race	2343	9.13%
Two or more racesdo	1455	3.0 %

Hispanic or Latino Race	Number	Percent
Total Population	25671	100.00%
Hispanic (of any race)	5061	19.71%
Mexican	176	0.69%
Puerto Rican	3382	13.17%
Cuban	54	0.21%
Other Hispanic or Latino	1449	1449
Not Hispanic or Latino	20610	5.64%
White alone	14394	80.29%
		56.07%

Relationship	Number	Percent
Total Population	25671	100.00%
In household	22965	89.46%
Householder	10181	39.66%
Spouse	3095	12.06%
Child	6383	24.86%
Own child<18	5085	19.81%
relatives<18	1284	5%
Under 18 years	520	2.03%
Non relatives	2022	7.88%
Unmarried partner	885	3.45%
In group quarters	2706	3.6 %
Institutionalized	247	0.96%
	2458	9.58%

Households by Type	Number	Percent
Total Households	10181	100.0 %
Family households	5386	52.9%
children under 18 years	2807	27.57%
Married-couple	3095	30.4%
children under 18 years	1315	12.92%
Female householder,	1814	17.82%
children under 18 years	1238	12.16%
NonFamily households	4795	36.8 %
Householder living	3847	37.79%
alone	1092	10.73%
65 years and over		

DCN: 11824

Installation/FFID		Phase	Completed	Under Way	Future	Schedule Impact in FY03**	Cost Incurred Thru FY03 ($000)	FY03 Funds Obligated ($000)	FY04 Execution Planned ($000)	FY05 Planning Estimate ($000)	Estimated Costs By Fiscal Year ($000)		Additional Progress Information
			Sites (Actions)			CTC Delta from FY02*		RAB		BRAC Year	NPL/Proposed NPL		
Connecticut													
ARMY - STRATFORD ARMY ENGINE PLANT / CT121382292400 / C-EST								RAB		BRAC 1995			
Sites with Response Complete	2	Investigation	2	2	0	TECH	$4,965	$864	$0	$0	FY06	$6,731	**Progress in FY03** Refer to page A-194
Sites in Progress -Relative Risk Category: High	0	Interim Actions	1(2)	0(0)		TECH	$2,721	$0	$0	$0	FY07	$726	
Medium	0	Design	1	0	2	TECH	$1,056	$0	$0	$925	FY08	$6,695	
Low	2	RA-C	1	0	2	TECH	$9,177	$0	$0	$0	FY09	$759	**Progress Planned for FY04-FY05** Refer to page A-194
Not Evaluated	0	RA-O (LTO)	0	0	1		$0	$0	$0	$0			
Not Required	0	LTM	0	1	2		$206	$206	$1	$1	IRP FY04-2012***	$21,857	
Total Number of Sites	4					Total	$18,125	$1,070	$1	$926	MMRP FY04-comp	$0	
											Total FY04-comp	$21,857	
NAVY - BLOOMFIELD NWIRP / CT117002213400													
Sites with Response Complete	4	Investigation	6	2	0	FUND	$3,543	$91	$68	$0	FY06	$5,852	**Progress in FY03** Completed Remedial Investigation and Feasibility Study for Sites 1, 4, and 6
Sites in Progress -Relative Risk Category: High	3	Interim Actions	0(0)	0(0)		FUND	$0	$0	$0	$0	FY07	$1,689	
Medium	1	Design	0	1	2		$0	$0	$479	$0	FY08	$133	
Low	0	RA-C	0	0	3		$0	$0	$606	$1,276	FY09	$133	**Progress Planned for FY04-FY05** Complete Remedial Design for Sites 1, 4, and 6. Begin Remedial Action in FY05
Not Evaluated	0	RA-O (LTO)	0	0	3		$0	$0	$0	$0			
Not Required	0	LTM	0	0	0		$0	$0	$0	$0	IRP FY04-2017***	$12,797	
Total Number of Sites	8					Total	$3,543	$91	$1,153	$1,276	MMRP FY04-comp	$0	
											Total FY04-comp	$12,797	
[redacted]								RAB			NPL		Five-Year Review Completed
Sites with Response Complete	11	Investigation	24	5	0		$13,326	$418	$0	$0	FY06	$667	**Progress in FY03** Refer to page A-156
Sites in Progress -Relative Risk Category: High	5	Interim Actions	8(10)	0(0)			$824	$0	$0	$0	FY07	$559	
Medium	5	Design	7	1	10		$3,635	$0	$180	$46	FY08	$796	
Low	4	RA-C	9	0	12		$36,247	$160	$416	$2,747	FY09	$1,220	**Progress Planned for FY04-FY05** Refer to page A-156
Not Evaluated	0	RA-O (LTO)	0	4	11		$2,348	$397	$342	$384			
Not Required	4	LTM	1	1	0		$154	$0	$42	$42	IRP FY04-2020***	$23,951	
Total Number of Sites	29					Total	$56,534	$975	$980	$3,219	MMRP FY04-comp	$0	
											[redacted]		

*CTC Delta Reason: C-TECH-Technical Issues, C-REG-Regulatory Issues, C-EST-Estimating Criteria

**Schedule Impact Reason: TECH-Technical, CONT-Contracting, PERS-Personnel, REG-Regulatory, FUND-Funding

***Respons[illegible]te fiscal year

DCN: 11624

Summary_Corrected.RPT
COBRA REALIGNMENT SUMMARY REPORT (COBRA v6.10) - Page 1/2
Data As Of 6/28/2005 9:17:21 AM, Report Created 6/30/2005
1:38:16 PM

Department : Navy
Scenario File : \\files\users\Brian\My Documents\BRAC 2005\CR DON-0033B - COBRA CT Scenario Rev 2.CBR
Option Pkg Name: DON-0033B Close SUBASE NLON CT; Subs to NFK & KB - CT Scen.
Std Fctrs File : \\files\users\Brian\My Documents\BRAC 2005\BRAC2005.SFF

Starting Year : 2006
Final Year : 2011
Payback Year : 2041 (30 Years)

NPV in 2025($K): 273,727
1-Time Cost($K): 809,094

Net Costs in 2005 Constant Dollars ($K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
MilCon	36,163	89,456	15,879	56,477	215,093	0	413,069	0
Person	-673	-1,829	-9,056	-11,407	-13,367	-19,515	-55,847	-31,855
Overhd	-38	-380	-2,262	-3,205	234	-1,865	-7,517	-8,577
Moving	190	3,964	10,363	628	6,405	33,914	55,464	0
Missio	0	-161	-155	8,081	8,081	-5,617	10,229	-5,617
Other	276	21,273	39,625	44,166	114,585	77,049	296,974	8,367
TOTAL	35,917	112,322	54,395	94,740	331,031	83,965	712,371	-37,683

	2006	2007	2008	2009	2010	2011	Total
POSITIONS ELIMINATED							
Off	1	4	11	0	11	39	66
Enl	22	12	44	1	44	218	341
Civ	0	18	20	1	20	311	370
TOT	23	34	75	2	75	568	777
POSITIONS REALIGNED							
Off	2	11	158	5	137	238	551
Enl	23	63	1,109	21	1,291	2,059	4,566
Stu	0	0	71	0	49	1,447	1,567
Civ	1	96	58	14	48	366	583
TOT	26	170	1,396	40	1,525	4,110	7,267

Summary_Corrected.RPT

Summary:

Scenario Title: Close SUBASE New London, CT; Relocate submarines to NS Norfolk, VA and SUBASE
Kings Bay, GA - MODIFIED TO REFLECT CORRECTED CT ASSUMPTIONS
For the purpose of this Scenario Data Call, the following BRAC Actions are being considered for analysis:
Action 1: Close SUBASE New London, CT.
Action 2: Relocate SSNs from SUBASE New London, CT, to SUBASE Kings Bay, GA, to include required
personnel, equipment, and support.
Action 3: Relocate SSNs from SUBASE New London, CT, to Naval Station Norfolk, VA, to include required
personnel, equipment, and support.
Action 4: Relocate COMSUBGRU TWO from SUBASE New London, CT, to Naval Station Norfolk, VA.
Action 5: Disestablish COMNAVREG NE, Groton, CT. Realign Installation Management function to
COMNAVREG MIDLANT Norfolk, VA.
Action 6: Relocate NAVSUBSCOL Groton, CT, to SUBASE Kings Bay, GA.
Action 7: Consolidate NAVSUBSCOL Groton, CT, with SUBTRAFAC Norfolk, VA.
Action 8: Relocate CENSUBLEARNING Groton, CT, to SUBASE Kings Bay, GA.
Action 9: Consolidate NSGA Groton, CT, with NSGA Norfolk, VA.
Action 10: Consolidate the SSN intermediate repair function of Naval Submarine Support Facility New
London, CT, with TRF Kings Bay, GA.
Action 11: Consolidate the SSN intermediate repair function of Naval Submarine Support Facility New
London, CT, with SIMA Norfolk, VA.
Action 12: Consolidate the SSN intermediate repair function of Naval Submarine Support Facility New
London, CT, with NSY Norfolk, VA.
Action 13: Relocate the NAVOPMEDINST Pensacola, FL, function Naval Undersea Medical Institute
Groton, CT, to NAS Pensacola, FL, and Fort Sam Houston, TX.
Action 14: Disestablish NAVHLTHCARE NEW ENGLAND NEWPORT, RI, function Naval Ambulatory
Care Center Groton, CT. Relocate applicable support elements to Branch Medical Clinic Kings Bay GA and
NMC Portsmouth VA.
Action 15: Consolidate Naval Submarine Medical Research Laboratory, Groton, CT, with Naval Medical
Research Center, Walter Reed Army Medical Center - Forest Glenn Annex, Silver Spring, MD.
NOTE: Various Staff Personnel and/or Equipment relocated to NMC PORTSMOUTH VA, NAVSTA
NEWPORT RI, WPNSTA EARLE NJ, NSA CRANE IN, and WESTOVER ARB MA.

CT SCENARIO ADJUSTMENTS

Eliminate Recurring Savings associated with EB Contractors at NLON.
Eliminate additional DOD Civilain Emplyees at KB and NFK associated wi. sub maintenance.
Reduce eliminated positions by 50%.
Increase Movement from NLON to KB & NFK to reflect transfers vs eliminated positions.
Increase One-Time Costs at KB assocated wi. Training, Pier, Refrigeration and Relocation of Personnel &
Equip.

Summary_Corrected.RPT

Department : Navy
Scenario File : \\files\users\Brian\My Documents\BRAC 2005\CR DON-0033B - COBRA CT Scenario Rev 2.CBR
Option Pkg Name: DON-0033B Close SUBASE NLON CT; Subs to NFK & KB - CT Scen.
Std Fctrs File : \\files\users\Brian\My Documents\BRAC 2005\BRAC2005.SFF

Costs in 2005 Constant Dollars ($K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
MilCon	41,363	89,456	15,879	56,477	215,093	0	418,269	0
Person	676	2,906	11,437	12,654	26,147	65,790	119,611	75,859
Overhd	11,394	11,726	14,701	13,896	22,664	33,960	108,340	29,309
Moving	235	4,111	12,798	682	9,042	38,201	65,070	0
Missio	0	0	147	8,383	8,383	8,383	25,296	8,383
Other	276	21,273	39,625	44,166	115,087	77,574	298,001	8,367
TOTAL	53,944	129,472	94,587	136,258	396,416	223,909	1,034,587	121,918

Savings in 2005 Constant Dollars ($K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
MilCon	5,200	0	0	0	0	0	5,200	0
Person	1,349	4,735	20,493	24,061	39,514	85,306	175,459	107,714
Overhd	11,432	12,106	16,962	17,101	22,430	35,825	115,857	37,886
Moving	45	147	2,434	54	2,637	4,288	9,606	0
Missio	0	161	302	301	301	14,000	15,067	14,000
Other	0	0	0	0	502	525	1,027	0
TOTAL	18,027	17,149	40,192	41,518	65,385	139,944	322,216	159,601

DCN: 11624

Summary_KBNLON.RPT
COBRA REALIGNMENT SUMMARY REPORT (COBRA v6.10) - Page 1/2
Data As Of 6/30/2005 1:39:04 PM, Report Created 6/30/2005
2:57:16 PM

Department : Navy
Scenario File : \\files\users\Brian\My Documents\BRAC 2005\CR DON-0033B - COBRA CT Corrected Scenario.CBR
Option Pkg Name: DON-0033B Close SUBASE NLON CT; Subs to NFK & KB - CT Scen.
Std Fctrs File : \\files\users\Brian\My Documents\BRAC 2005\BRAC2005.SFF

Starting Year : 2006
Final Year : 2011
Payback Year : 2057 (46 Years)

NPV in 2025($K): 455,777
1-Time Cost($K): 1,014,094

Net Costs in 2005 Constant Dollars ($K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
MilCon	36,163	89,456	15,879	56,477	215,093	0	413,069	0
Person	-673	-1,829	-9,056	-11,407	-13,367	-19,515	-55,847	-31,855
Overhd	-38	-380	-2,262	-3,205	234	-1,865	-7,517	-8,577
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Stu	0	0	71	0	49	1,447	1,567
Civ	1	96	58	14	48	366	583
TOT	26	170	1,396	40	1,525	4,110	7,267

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Summary_KBNLON.RPT

Department : Navy
Scenario File : \\files\users\Brian\My Documents\BRAC 2005\CR DON-0033B - COBRA CT Corrected Scenario.CBR
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Person	676	2,906	11,437	12,654	26,147	65,790	119,611	75,859
Overhd	11,394	11,726	14,701	13,896	22,664	33,960	108,340	29,309
Moving	235	4,111	12,798	682	9,042	38,201	65,070	0
Missio	0	0	147	8,383	8,383	8,383	25,296	8,383
Other	276	21,273	119,625	44,166	115,087	202,574	503,001	8,367
TOTAL	53,944	129,472	174,587	136,258	396,416	348,909	1,239,587	121,918

Savings in 2005 Constant Dollars ($K)

	2006	2007	2008	2009	2010	2011	Total	Beyond
MilCon	5,200	0	0	0	0	0	5,200	0
Person	1,349	4,735	20,493	24,061	39,514	85,306	175,459	107,714
Overhd	11,432	12,106	16,962	17,101	22,430	35,825	115,857	37,886
Moving	45	147	2,434	54	2,637	4,288	9,606	0
Missio	0	161	302	301	301	14,000	15,067	14,000
Other	0	0	0	0	502	525	1,027	0
TOTAL	18,027	17,149	40,192	41,518	65,385	139,944	322,216	159,601