

Battaglia, Charles, CIV, WSO-BRAC

From: Cirillo, Frank, CIV, WSO-BRAC
Sent: Thursday, August 18, 2005 7:18 AM
To: Battaglia, Charles, CIV, WSO-BRAC; Hill, Christine, CIV, WSO-BRAC; Schaefer, James, CIV, WSO-BRAC; Carnevale, Diane, CIV, WSO-BRAC
Cc: Cook, Robert, CIV, WSO-BRAC
Subject: FW: Reader's Comments from the Virginia Pilot

Info regarding Oceana

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

From: Fetzner, William, CIV, WSO-BRAC
Sent: Wednesday, August 17, 2005 8:27 PM
To: Hanna, James, CIV, WSO-BRAC; Van Saun, David, CIV, WSO-BRAC; Cirillo, Frank, CIV, WSO-BRAC; Cook, Robert, CIV, WSO-BRAC
Subject: Reader's Comments from the Virginia Pilot

These should be forwarded up the chain to anyone who would want to know what the "street" is saying about VA Beach City Council and Oceana. These are the last ten postings taken in order from the paper's website. I think that they are trying to tell us something.

Barbara C.

City: Virginia Beach

Posted:

5:10 PM Aug. 17

OUR RIGHTS OR OCEANA?

If it can happen in the resort area, it can happen anywhere in Virginia Beach. All resort area property owners are in danger of losing our property rights, specifically our right to develop our property according to CURRENT land use zoning, which has been in place for decades. If the CURRENT zoning of a property allows the owner to add a home ("increase density"), lawmakers are talking about taking away that right --a right we paid for when we bought our property.

This devalues our property, because we cannot build additional home(s) on our lot, and a developer would pay less because of this NEW restriction.

When City Council threatened to take homes "to save Oceana," homeowners packed City Council chambers in protest. This new attack is even more devious. We need to tell our representatives that taking property rights in this new way is just as bad!

Michael O.

City: Va.Beach

Posted:

5:01 PM Aug. 17

THE SKY IS NOT FALLING

We object to our representatives spending hard-earned tax dollars, without referenda or overwhelming citizen support, in a knee-jerk reaction to save Oceana.

It is unconscionable that the leaders of this city, region, and state, and media, would jump on the doom and gloom bandwagon and encourage widespread panic among the populace. To claim this area would suffer untoward economic loss is simply fighting their fear of change by attempting to stir up mass hysteria.

Many recent articles in the Virginian-Pilot and Governing magazine, state that most regions that lose military bases fare as well if not BETTER THAN they did prior to the base closing. For example:

" BRAC is not a death knell for a community's economic health. 'Economies become more diversified, stronger and more immune to cyclical ups and downs of defense budgets. They become 21st-century economies rather than 20th-century industry economies that grow up around a base.'" (Kenneth Beeks, VP of policy for Business Executives for National Security) It's time to have an honest discussion about Oceana.

Steve P.

City: Va beach

Posted:

4:18 PM Aug. 17

Close it down. To all the whiners that say Oceana was here first I say " Tell it to a native American".

Greg C.

City: DCN: 12190

Posted:

2:56 PM Aug. 17

Close Oceana! The pilots themselves say that they can't properly train there. What else needs to be said.

If the Mayor and City Council, Warner, Allen and Drake really are concerned for the Navy readiness the safety of the citizens of V.B. and the Navy pilots not just the money, they should stand aside for they have had many chances over many years and have failed miserably on record for everyone to see.

Charles L.

City: Lemoore

Posted:

1:46 PM Aug. 17

Princess Anne County ? Va Beach in 1963... Navy was there before Va Beach..Growing up in and around Va Beach and also stationed at Oceana, I have seen the City grow. Yes the city has been chasing their own tails on this matter for years..Now it's high noon... The city has done it to themself, by being too big and money hungry. Let's just sit back and think of all the we have done to support the city in the past. The mayor has been in office how long?? The navy has stoodby and let the city come too close, But yet we sit back and point fingers away from ourself when we let this happen over the years..So we think that Texas and Fla are going to set back and do nothing after what happen to them in 1993?..Come on people its here the time has past and you the people of Va Beach are going to pay a high price if this happens..So vote next time and make it count..Cause if you don't There maybe other things that go bye...Remember what you lose if Oceana closes.. ALOT! I don't live there anymore but it just brings up things that have been going one for years..Remeber Va Beach was a small town no she has outgrown it and will pay a dear price for its growth..(what gave its growth in the first place) Greg M.

City: Portsmouth

Posted:

1:43 PM Aug. 17

I hope that the BRAC commission at least has the good sense to ignore this latest ploy by the city of Virginia Beach. I think it would be pure stupidity to belive that Virginia Beach won't throw the encroachment machine back into high gear as soon as Oceana is off the BRAC list.

Not that I wish to see Oceana close, but I cannot find it in myself to feel sorry for the city of Virginia Beach. They have allowed their government to encroach on Oceana over the Navy's protest. They took for granted they could do what they wanted and Oceana would never leave. Now the city is acting like a spoiled child who is finally be asked to pay for its mistakes.

Karl S.

City: Virginia beach

Posted:

1:40 PM Aug. 17

First I have to say that this is a feeble attempt to do Damage Control on a sinking ship. Do you really think that the BRAC commission is going to buy this token effort. Sorry, I am making plans to sell my house in VA Beach before the bottom drops out with panic and move to Isle of Wight. Now for some other interesting points that I would invite the Virginian Pilot Investigative reporters to sink their teeth into. I would be interested to see what ties there are to the current Vrginia Beach Council members and the real estate community or better yet the developers that work hand in hand with the realtors. Correct me if I'm wrong but didn't Thelma Drake make all her money in real estate and isn't she currently active in real estate. It is interesting to me that she proposes that the entire Hampton Roads community should pay for the sins of a few greedy fat cats. Let us not forget how Va Beach invokes imminent domain to build their high rise hotels on the beach and drive out family owned businesses that have been there for years. It isn't even the fault of the Va Beach residents other than their blind stupidity in watching this develop. Remember the light rail and how that got voted down to keep the rif-raf of Norfolk out of the posh surroundings of Va Beach. Or the Southeastern Expressway? If I lived in Norfolk, Chesapeake, Suffolk, Newport News or Portsmouth I'd say tough luck Virginia Beach you made your bed now sleep in it. I could go on but I would continually digress. I just hope that the surrounding communities don't start posting signs that say Dogs and Virginia Beach residents prohibited.

John N.

City: Virginia beach

Posted:

1:26 PM Aug. 17

Do we really think that Va Bch will purchase that land after the Sept vote? They'll most

DCN: 12190
likely find something else they forgot they needed the money for, that extension of 64 to Pat Robinson's empire for example, and use it as an excuse to default due to lack of funding. It's great for them because they will win some citizens votes and "save" Oceana. Would we really suffer from Oceana relocating? Most expert economists say that in the short term, perhaps (we'd see a great decrease in bumper sticker sales). But in the long run, no. Home prices may flatline but not decline. Virginia Beach is a growing tourist attraction and also a growing attraction for big businesses. Just look at how fast they filled Town Point. I'd hate to see the base that brought me here, disappear. But, I feel in the long run we'd benefit from its removal.

P S.

City: Virginia Beach

Posted:

1:26 PM Aug. 17

I was born and raised here in Va Beach. Oceana was here long before I was. The city officials have blatantly ignored requests from the Navy for years re: development. In the last two years alone, 6, SIX, new neighborhood developments have been built within a two mile radius of my home. When does it end! Let the city buy this land back, but let it come out of the mayor's & council's bank accounts, not charged to us!

Celeste R.

City: Hayes

Posted:

1:07 PM Aug. 17

I think that Oceana should be closed. Since I have moved to Hampton Roads nearly 4 years ago, all that you hear is people complaining of the jet noise. Then the city agreed to the building of the condos and now are so concerned with losing the base that they are now willing to spend the extra money to purchase the land back is absurd. I feel that the people are getting what they originally wanted with the jets being moved, so why a change of heart now.

AUG 18 2005

Received

AUG 18 2005
COPY

Received

August 18, 2005

HAND DELIVERED

The Honorable Anthony J. Principi, Chairman
2005 Base Realignment and Closure Commission
2521 South Clark Street, Suite 600
Arlington, VA 22202

Dear Chairman Principi:

We write to you as the principal authors of the original 1988 BRAC statute and to share with the Commission our views of the BRAC process gained as members of the U.S. House of Representatives, particularly during the 1993 round. The 2005 BRAC Commission is now considering an issue of importance to our nation's naval aviation mission. We would like to take this opportunity to present our views to the Commission on this subject.

It is our understanding that the Commission recently voted to consider Naval Air Station (NAS) Oceana for possible closure or realignment. The Defense Department did not list NAS Oceana as a candidate for closure or realignment in submitting its recommendations and the Commission took this action by exercising its authority under the new BRAC law.

We further understand that Governor Jeb Bush of Florida, in testimony submitted to the Commission, has recommended that the property and facilities of the former NAS, Cecil Field, located in Jacksonville, Florida, be considered as a possible receiving location for the personnel, equipment, and other assets now located at NAS Oceana, if the Commission were to vote to close or realign NAS Oceana.

We also understand that views have been expressed that the Commission lacks the authority to consider the former NAS Cecil Field as a possible optional location for those assets now at Oceana. This is so, according to these views, because the 1993 BRAC round ordered the closure of NAS Cecil Field, which occurred in 1999.

As legislators deeply involved in the development of BRAC we believe that actions taken in a previous BRAC round, keeping in mind the integrity of the BRAC process, do not automatically bind subsequent BRAC commissions. Such is the case involved at Cecil Field.

Two examples will be useful in explaining our reasoning consistent with the Congressional intent behind BRAC.

- A BRAC Commission could direct the return of specific functions or activities to an installation reassigned during a realignment recommended by a previous BRAC round.

- A BRAC round that had previously ordered an installation “moth-balled”, could allow subsequent BRAC rounds to order that the installation re-opened.

While it may be outside the purview of a BRAC Commission to direct the movement of functions from a military installation to facilities not under the Department of Defense’s control, that circumstance should not prevent a BRAC Commission from considering the existence of these facilities when determining whether to close or realign the installation.

The intent of the process, we believe, is to provide an appropriate measure of flexibility to future BRAC Commissions given changes in force structure, world threats, and our nation’s security interests.

In that context, we recognize that the NAS Oceana/NAS Cecil Field situation is unique in several respects. The principle aviation assets now at the former NAS Cecil Field are no longer owned by the U.S. Government. However, it would appear that the Defense Department could readily be in a position to secure control of these facilities to support essential military needs, particularly to fulfill critical naval pilot training requirements. This is especially so because the facilities at Cecil Field are eminently suited for that intended purpose and could readily receive these activities given the aviation infrastructure now present and available at Cecil.

While it may be beyond the Commission’s purview to direct the movement of military functions to a particular site not under the control of the Defense Department, we believe, in keeping with the intention of BRAC, that it is within the Commission’s scope of authority to consider the existence of those readily available facilities in determining whether to close or realign the installation involved.

We hope that these views may be helpful to the 2005 BRAC Commission as it considers whether to vote to recommend closure or realignment of NAS Oceana and whether suitable alternative locations exist as possible receiving sites for NAS Oceana’s personnel and aircraft assets.

Respectively submitted,



Dick Armeey
U.S. House Majority Leader
1995-2001



Ronald V. Dellums
Chairman, House Armed Services Committee
One Hundred Third Congress

cc: The Honorable James H. Bilbray
Admiral Harold W. Gehman, Jr. (USN Ret.)
General James T. Hill (USA Ret.)
The Honorable Samuel K. Skinner

The Honorable Philip E. Coyle, III
The Honorable James V. Hansen
General Lloyd W. Newton (USAF Ret.)
Brigadier General Sue E. Turner (USAF Ret.)

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JUDITH A. ANSLEY, STAFF DIRECTOR
 RICHARD D. OZBOBES, DEMOCRATIC STAFF DIRECTOR

United States Senate
 COMMITTEE ON ARMED SERVICES
 WASHINGTON, DC 20510-6050

August 18, 2005

Honorable Anthony J. Principi
 Chairman, Base Closure and Realignment Commission
 2521 South Clark Street, Suite 600
 Arlington, Virginia 22202-3920

Dear Chairman Principi:

I thank you for your letter of August 15, 2005. I fully share your concerns and support your statement that "there is no higher military value than the safety and proficiency of America's uniformed young men and women." I further believe that all levels of the Navy—from Secretary of the Navy to the Chief of Naval Operations, and throughout "the ranks"—are likewise concerned about the safety and training of all those involved in naval aviation. That is why the Congress—in coordination with the Secretary of Defense—directed that "military value" be given the greatest priority in the selection criteria during the 2005 round of Base Closure and Realignment.

First, the Navy, using "certified" data, as required by BRAC statute, which incorporates the impact of encroachment on operational training, determined that NAS Oceana has one of the highest military values of any air station in the country. This high military value is further enhanced by the support Oceana provides to "special" mission personnel and equipment which was briefed to several Commissioners on August 4, 2005. I also draw your attention to a letter I received on August 4, 2005, which I have attached. In it, Admiral Mullen states "NAS Oceana remains the best option for the Navy master jet base on the East Coast, largely due to operational capabilities and proximity to the fleet and training areas."

Mr. Chairman, when we visited NAS Oceana on August 1, 2005, we heard the opinions of naval aviators with a wide range of experience and responsibilities for the training of our pilots. The consensus of the Naval experts in that meeting was that encroachment to the landing pattern has existed for 27 years at Oceana and has not adversely impact the skills and training of our carrier pilots. These same experts cited that the substantial advantages of close proximity to the fleet and access to unencumbered airspace—airspace which is used for more than 90 percent of the strike fighters training requirements—far outweigh any concern regarding the landing pattern. We also heard that the new outlying landing field to be constructed in Washington County, North Carolina will allow our pilots to practice landings at exactly the same altitude as would be required for carrier operations.

DCN: 12190

As was stated in sworn testimony by Vice Admiral Willard on July 18, 2005 to the Commission, "the challenges that you mention regarding encroachment and Oceana have been and are manageable."

We all recognize there exist differences of opinion, but the overwhelming body of statements and professional judgment presented by the Navy's leadership, which is consistent with BRAC decisions in prior years, provides a solid basis for the 2005 Commission to reach a similar conclusion.

I have reviewed the documents which the Commission received from the Department of Defense up to and including statements received on August 16, 2005. These documents consistently corroborate the professional judgment of the Chief of Naval Operations and other Navy officials. I want to take this opportunity to highlight a few facts.

In response to questions from BRAC Commission analysts about a scenario to relocate jets to Cecil Field, the Commander of Fleet Forces Command certified on August 9, 2005 that "*CFFC does not support this scenario. CFFC has determined that NAS Oceana is clearly the most suitable option as a Navy East Coast Master Jet base in support of East Coast Fleet carrier operations. Oceana meets current training needs now and into the future. A wholesale move of all assets located at NAS Oceana to Cecil will cause significant challenges in maintaining required readiness levels.*" The CFFC also cited a litany of encroachment and force protection issues with this scenario. The Special Assistant to the Secretary of the Navy for Base Realignment and Closure also certified on August 9, 2005 that this scenario would cost the Navy \$1.64 billion to rebuild Cecil Field, and the Navy would not realize a savings for more than 100 years.

In my August 12, 2005 letter to you, I stated that in drafting the law, Congress specifically intended for the Commission not to exhaust valuable resources and time reviewing complex promises and proposals from communities trying to influence the Commission's final deliberations. In a letter from Undersecretary of Defense Michael W. Wynne to the BRAC Commission on August 16, 2005, the Department also stated that it "did not include future state expenditures in its analysis, as this may violate statute, and likely pit receiver states against the current location." Promises of future state expenditures cannot serve reliably as the foundation of a Commission's recommendation to move the Navy's East Coast master jet base. State and local governments cannot guarantee that such promises will be delivered in the future, in which case the Navy will face a dilemma with no easy solution.

In response to questions from BRAC Commission analysts about a scenario to relocate two squadrons to MCAS Cherry Point, North Carolina, the Commander of Fleet Forces Command certified on August 9, 2005 that "*CFFC does not support this scenario. Noise mitigation resulting from this scenario would be minor....A total of four squadrons at MCAS*

DCN: 12190

Cherry Point result in; 1) Excess capacity at NAS Oceana; 2) significant construction costs at MCAS Cherry Point; 3) Significant maintenance support costs due to duplication of facilities and functions. All three of these factors run counter to the basic principles of BRAC." The Special Assistant to the Secretary of the Navy for Base Realignment and Closure also certified on August 9, 2005 that this scenario would never yield a savings for the Navy, instead costing \$406 million to carry out the recommendation.

In response to questions from BRAC Commission analysts about a scenario to relocate the master jet base to an unimproved property, the Commander of Fleet Forces Command certified on August 9, 2005 that "*CFFC does not support this scenario...The cost of executing this scenario within a compressed timeline will have a devastating effect on the DoD budget and the programs it supports...Environmental Impact Statement, acquisition, movement of all aircraft, and the significant costs to execute all of these makes this un-executable within the BRAC budget or timeline.*" The Special Assistant to the Secretary of the Navy for Base Realignment and Closure also certified on August 9, 2005 that this scenario would cost the Navy \$1.85 billion to build a new base, and the Navy would realize a savings after 325 years.

Finally, I would like to draw your attention to a letter (attached) I recently received from Secretary England which states: "there is no viable alternative to Oceana Naval Air Station,"

Mr Chairman, the public record on this matter--based on testimony and certified data from the Navy--has been clear and consistent on the need to retain the East Coast master jet base at Naval Air Station Oceana, Virginia. Implicit in all of the analysis performed by the Navy is the quality of training that is currently provided at NAS Oceana which cannot be replicated elsewhere. The Chief of Naval Operations, Admiral Mullen, sent a compelling message to the Commission on August 4, 2005 "I need now--your Navy needs now--Naval Air Station Oceana.

The base realignment and closure process was established to allow the Department of Defense to reduce excess infrastructure. I cannot find any provision in law, or any precedent in the previous BRAC rounds, for the Commission to use the BRAC process to establish a new military installation. I still do not fully understand how the Commission will be able to rely on a series of unenforceable commitments and promises to make a recommendation, given the dynamic nature of local governments and the need for continuous legislation to authorize state and local expenditures. Directing the Department of Defense to carry out a decision to establish a new military installation with little assurance that any community commitments will be met by future officials may not be executable.

Mr Chairman, I am committed to a fair and open BRAC process as is the Commission. The affected communities across our nation must have confidence that the Commission conducted their activities openly and fairly, and reached their recommendations through an

DCN: 12190

objective review of the facts. The facts support the retention of Oceana as the Navy's East Coast master jet base.

With kind regards, I am

Sincerely

A handwritten signature in black ink that reads "John Warner". The signature is written in a cursive, flowing style.

John Warner



DEPUTY SECRETARY OF DEFENSE
1010 DEFENSE PENTAGON
WASHINGTON, DC 20301-1010

August 17, 2005

The Honorable John Warner
Chairman, Committee on Armed Services
United States Senate
Washington, DC 20510-6050

Mr. Chairman
Dear Mr. Chairman,

Thank you for sharing your letter to the Chairman of the Base Realignment and Closure (BRAC) Commission with regard to Naval Air Station, Oceana, Virginia.

The Department of Defense fully endorses its earlier recommendations and testimony regarding Naval Air Station Oceana. In the Department's recommendations to the Commission and in testimony to the Commission by the Chief of Naval Operations, we did not recommend either realignment or closure of the Master Jet Base at Oceana. There is no viable alternative to Oceana Naval Air Station.

Further, the Secretary of Defense, in making recommendations to the Commission, did not deviate from the force structure plan or the selection criteria and complied with all provisions in the statute.

The Department's witnesses will reiterate this position during oral testimony at the BRAC Commission hearing on August 20. Thank you again for sharing your communication with me, and thank you for your continued leadership as Chairman of the Senate Armed Services Committee and for all you do for America and for our men and women in uniform.

Andrew E. Langford
ACTING



DCN: 12190



CHIEF OF NAVAL OPERATIONS

04 AUG 2005

Dear Mr. Chairman:

Thank you for your letter of August 3, 2005 requesting data and analysis regarding the feasibility of the move of the Navy's Master Jet Base to former NAS Cecil Field. Fleet Forces Command has forwarded data in response to a scenario data call request generated by the Base Closure and Realignment Commission. The request by the Commission involved multiple alternatives for which the data is currently being reviewed and analyzed. Upon completion of that analysis, we will be forwarding the requested scenario data and COBRA analysis to the Commission, at which time I will also forward it to you.

While it is premature to provide this scenario data until it has been analyzed, the position of the Department of the Navy with regard to NAS Oceana remains as it has been characterized in correspondence both with the Commission and your office. NAS Oceana remains the best option for the Navy master jet base on the East Coast, largely due to operational capabilities and proximity to the fleet and training areas. We do not expect the cost analyses requested by the Commission to alter this position.

Thank you for your continued support. If I may be of any further assistance, please let me know.

Sincerely,

A handwritten signature in black ink, appearing to read "M. G. Mullen", with a long horizontal flourish extending to the right.

M. G. MULLEN
Admiral, U. S. Navy

The Honorable John Warner
Chairman, Committee on
Armed Services
Washington, DC 20610-8060

AUG 18 2005

Received

August 16, 2005

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

COPY

Dear Chairman Principi:

The undersigned retired General Officers have a combined 306 years of service in the Army's Signal and Intelligence communities, and have served in senior leadership positions within the DoD and at Fort Monmouth, New Jersey or in organizations directly supported by Team C4ISR at Fort Monmouth. We are intimately familiar with this critical area of the Department of Defense's (DoD's) mission, and are certain that relocating Team C4ISR to Aberdeen Proving Ground (APG), as contemplated by the BRAC recommendation, will have a direct, immediate and catastrophic impact upon the mission being performed by that organization in support of Army transformation and more importantly, the Warfighter.

In testimony before the BRAC Commission, the Army stated that the functions being performed at Fort Monmouth were "R&D" and "strategic" and that accordingly, the inevitable disruption to the mission that relocation to Aberdeen would entail could be managed without immediate tactical impact. This is not the case at all. Team C4ISR is responding to urgent requirements from units and commanders at every level worldwide *every day* and has been doing so with total dedication throughout the war in Afghanistan and Iraq. The organization would be decimated by attempting to relocate it to APG, and the impact upon the survivability and effectiveness of our Warfighters, in the midst of the Global War on Terrorism, would be devastating.

The findings of the National Defense University (NDU), DoD's premier academic institution, expressed in its 29 June 2005 letter to you, are entirely consistent with our assessment. NDU concluded that there is no core of C4ISR expertise or facilities located at APG, and that the vast majority of trained C4ISR personnel performing the mission will not relocate there. Experience shows that it would take at least ten years to reconstruct a viable C4ISR team. We, therefore, request that the BRAC Commission intervene to protect a world-class organization that plays such a critical role in meeting the C4ISR needs for the Warfighter of today and tomorrow.

2.

We firmly believe that Team C4ISR at Fort Monmouth provides the underpinning for the DoD's transformation goal, should be the cornerstone for Joint C4ISR, and totally supports the doctrine of NetCentric Warfare. At the same time, Team C4ISR is in direct support of the Warfighter in the field today. Therefore, we ask for your support for our soldiers on the battlefield today and those who will be on the battlefield tomorrow.

Sincerely,

/s/ *Emmett Paige, Jr.*
Emmett Paige, Jr.
Lieutenant General, USA (Ret)

/s/ *Robert E. Gray*
Robert E. Gray
Lieutenant General, USA (Ret)

/s/ *David J. Kelley*
David J. Kelley
Lieutenant General, USA (Ret)

/s/ *William H. Russ*
William H. Russ
Major General, USA (Ret)

/s/ *David R. Gust*
David R. Gust
Major General, USA, (Ret)

/s/ *Peter M. CuvIELlo*
Peter M. CuvIELlo
Lieutenant General, USA (Ret)

/s/ *William J. Hilsman*
William J. Hilsman
Lieutenant General, USA (Ret)

/s/ *Bruce R. Harris*
Bruce R. Harris
Lieutenant General, USA (Ret)

/s/ *William H. Campbell*
William H. Campbell
Lieutenant General, USA (Ret)

/s/ *Gerard P. Brohm*
Gerard P. Brohm
Major General, USA (Ret)

/s/ *Robert D. Morgan*
Robert D. Morgan
Major General, USA (Ret)

cc: BRAC Commissioners

GENTLEMAN, THERE ARE A
NUMBER OF OUR QUESTIONS
YET UNANSWERED —

QUESTIONS WE GAVE YOU
YESTERDAY IN PREPARATION
FOR THIS HEARING AND
OTHER QUESTIONS PENDING
THROUGH YOUR CLEARING HOUSE —

~~WE WOULD~~ IN THE INTEREST OF
TIME, I ASK THAT YOU
RESPOND TO THOSE QUESTIONS
BY NOON ON MONDAY. ~~WILL~~ YOU
DO THAT?

SECRETARY WYNNE, IN CLOSING,
I WOULD SUGGEST THAT IF
THIS WERE YOUR CONFIRMATION
HEARING, YOU WOULD BE
CONFIRMED TODAY.

I NOTE THAT THE NEW STAFF
DIRECTOR OF THE SENATE
ARMED SERVICES COMMITTEE -
CHARLIE ABELL - IS PRESENT.
PERHAPS HE WOULD CONSIDER
THIS HEARING AS A
CONFIRMATION AVOIDANCE
AND ~~THEREFORE~~ A
COMMITTEE SAVINGS.

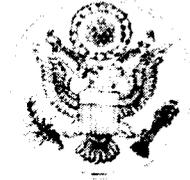
~~LET~~ EVEN AFTER BRAC'S
PROPOSED REDUCTIONS IN THE
GULF COAST, THERE WILL
BE SIGNIFICANT MILITARY
~~REDS~~ PRESENCE, IF WE
IMPLEMENT BRAC RECOMMEN-
DATIONS IN NEW ENGLAND,
THE ONLY PRESENCE WILL
BE IN BRUNSWICK AS
A WARM BASE WITH
NO AIRCRAFT. WHY ARE
WE ABANDONING THE

STATE OF CONNECTICUT



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

UNITED STATES CONGRESS



August 18, 2005

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

Dear Chairman Principi:

As you know, the U.S. Government Accountability Office (GAO) recently found a \$400 million error in the U.S. Navy's cost saving estimate used to justify its recommendation to close Naval Submarine Base New London. These findings were based on several specific questions from you, and confirmed the analysis of Team Connecticut within the scope of those issues. We are confident, based on the strength of our arguments, that further review of the Navy's closure plan by the GAO will unearth additional errors, and further confirm our analysis.

To this end, Team Connecticut asks that the BRAC Commission submit the attached questions to the GAO for immediate response. We believe that a careful, independent analysis by the GAO on the recurring savings from base operating support billet reductions and maintenance contract costs will prove that the Navy overstated its potential savings by an additional \$750 million.

Earlier this month, Team Connecticut submitted its final cost analysis for the proposed closure of SUBASE New London. The difference between the Navy's BRAC analysis and the Team Connecticut analysis is startling, and merits further examination. With the attached questions as a basis, GAO can broaden its scope, and continue the process it has already begun with its first analysis.

We urge you to require the U.S. Government Accountability Office to further analyze the Navy's justifications for closing SUBASE New London. We stand ready to provide you with any documentation you might require.

Sincerely,



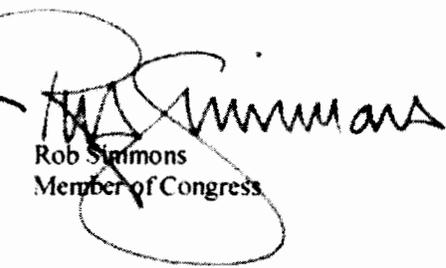
M. Jodi Rell
Governor



Christopher J. Dodd
United States Senator



Joseph Lieberman
United States Senator



Rob Simmons
Member of Congress

**Attachment A: Questions for the Government Accountability Office
August 2005**

1. The majority of the Navy's claimed recurring savings at Naval Submarine Base New London come from billet reductions. Already, the GAO has indicated that the Navy included the elimination of 214 medical positions that were non-BRAC programmed reductions. Connecticut argues that the Navy included the elimination of Base Operating Support (BOS) billets that were achieved since the COBRA model's baseline date of September, 30, 2003.

Questions for GAO:

- Did the Navy take credit for, or "double count", these BOS reductions in its BRAC savings estimate for New London?
- If so, please quantify any overstated savings included in the BRAC savings estimate.

2. Please confirm if the Navy COBRA model replaces the equivalent of 438 nuclear submarine maintenance contractors at Naval Submarine Base New London (~\$50 million per year) with 143 government employees at Kings Bay and Norfolk (~\$8 million per year).

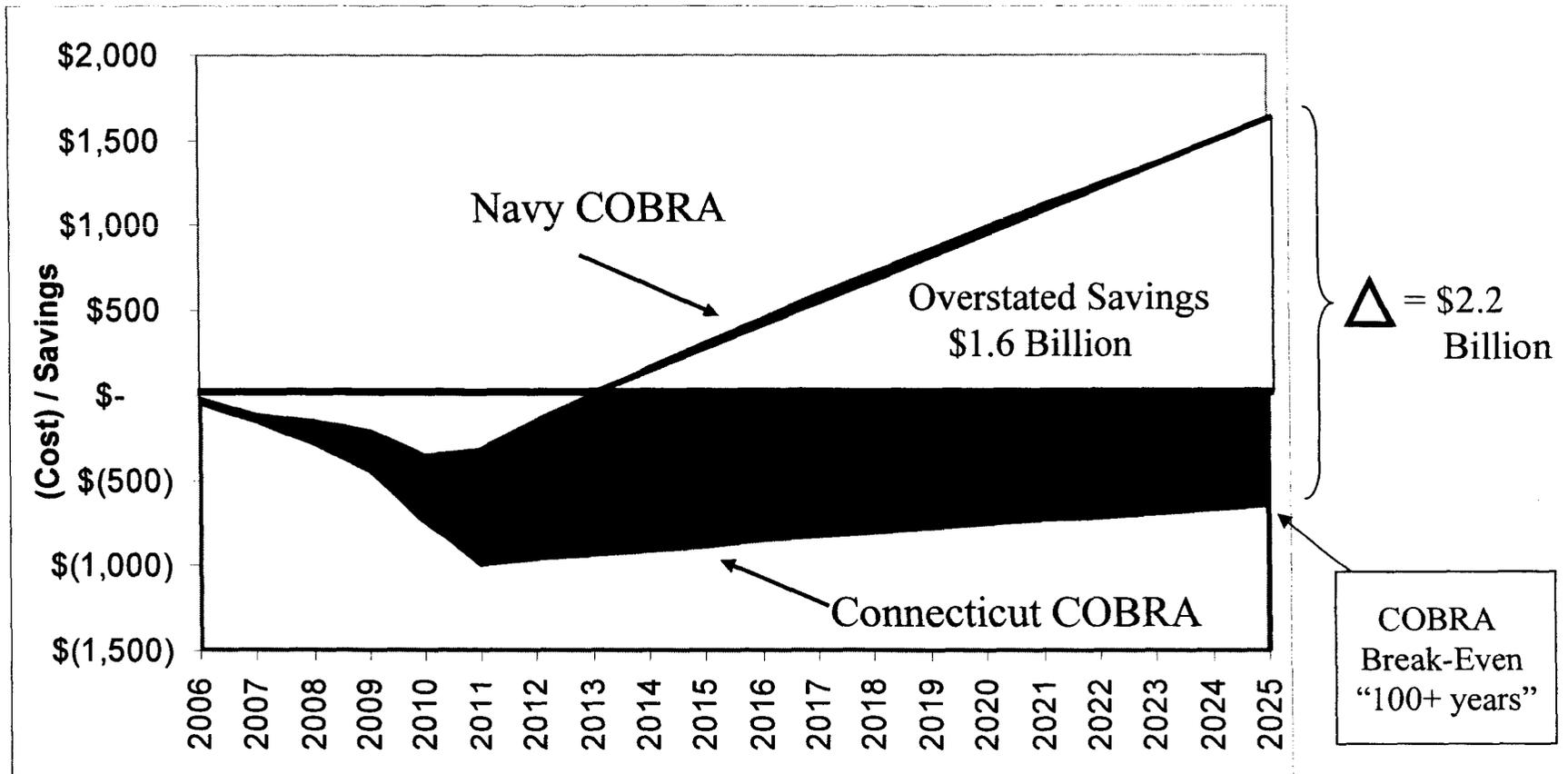
According to Connecticut, in estimating DON-0033 costs and savings, the Navy: 1.) cut the number of submarine maintenance personnel by two-thirds for the same workload; and 2. used the actual New London rate (\$57 per hour) in estimating recurring savings at New London, and the COBRA model default rate (\$29 per hour) for a civilian government employee to calculate recurring costs at Kings Bay and Norfolk. (As a reference point, Norfolk Naval Shipyard responded in its original data call with a need for 207 billets at a rate of \$87 per hour.)

Questions for GAO:

- Are the Navy's estimates and assumptions realistic and accurate with respect to these assumptions on submarine maintenance personnel under DON-0033.
- If not, are the Navy's stating savings overstated? By how much?

COBRA NPV Comparison

The Navy's COBRA run for Scenario DON-0033B understates one-time costs by \$441.8 million and overstates total savings by \$2.2 billion through 2025. The Connecticut corrected COBRA run shows that the NPV for DON-0033B is actually a cost of \$641 million, not the savings of \$1.6 billion proposed by the Navy. Recurring savings are an immaterial \$35 million a year rather than the Navy's \$193 million. The corrected COBRA run shows that scenario DON-0033B does not break even for "100+ years."





DEPARTMENT OF THE NAVY

SUBMARINE LEARNING CENTER
GROTON, CONNECTICUT 06349-5029

1321
Ser SLC/108

JUN 08 2005

From: Commanding Officer, Submarine Learning Center
To: Commanding Officer, Submarine Base Kings Bay, Georgia

Subj: PLANNING FACTORS/CONCERNS FOR THE PROPOSED BRAC RELOCATION OF NAVAL
SUBMARINE SCHOOL TO KINGS BAY, GA

Ref: (a) Mtg SLC CAPT Lotring/NSB, KB CAPT Mckinnon of 1 Jun 05
(b) Commander, Navy Installations Command Playbook of 11 May 05

1. As discussed during reference (a) and required by reference (b), the following concerns and planning factors are forwarded for your consideration:

a. Currently, NSS employs 100 Integrated Electronic Classrooms (IECs) to deliver advanced electronic training. Building infrastructure housing IECs must support increased classroom HVAC, electrical, and lighting beyond traditional classrooms as represented by FAC code 1721. NOTE: The HVAC requirements are significant. For example, each classroom requires three tons of cooling. The Sonar Equipment Trainer (SET) and Acoustic Analysis Trainer (AAT) require a combined total of 25 tons of cooling. The SMMTT III requires 80 tons of cooling.

b. The proposed facility must be secure to support delivery of classified training up to the SECRET level and also support SIPRNET infrastructure.

c. The proposed facility should support separate but integrated facilities for basic enlisted, officer, and Fleet and team training courses.

d. Integrated basic examining medical capabilities should be considered for the school to facilitate efficient processing of students' medical screening and routine sick call.

e. The proposed barracks design for entry-level students should support a central quarterdeck design concept and the ability to support a separate section for what is commonly called Restricted Barracks.

2. The following concerns are presented:

a. The present Kings Bay Naval Submarine Base Galley will need to support an additional 1,600 students (average) for a normal daily three-meal cycle and up to 2,200 students during training surges. The Galley should deliver the serving cycle in 1.5 hours to support an efficient training schedule. The current facility should be reviewed for this mealtime loading, and if necessary, additional capacity be added. NOTE: A data point from the Groton Galley for 3 June 2005 is as follows:

(1) 1,200 students were fed breakfast in one hour along with 300 non-student Sailors.

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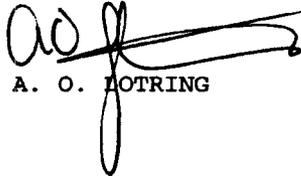
(2) 1,200 students were fed lunch in the first 45 minutes of mealtime,
and an additional 400 Sailors were fed in the last 45 minutes of mealtime.

b. The presence of a Correctional Brig would significantly enhance the
efficient processing of routine schoolhouse Navy legal operations. It is
requested that a facility capable of an average population of six personnel be
established and supported on the Kings Bay Base.

c. The approved Submarine Vertical Assent Dive Tower (MILCON P-462) is
approved for FY-05 construction. It is requested that this project be added
to the BRACON construction request list.

d. Request the Kings Bay Gymnasium and Pool facilities be reviewed to
determine adequacy in light of this relocated student population given the
potential impact of anticipated weather conditions periodically preventing
required physical fitness periods. The facilities should support three hours
per student per week for an average student population of 1,600. NOTE: Per
the NAVMED P-5010, if the Wet Bulb Global Temperature (WBGT) is above 85
degrees, students are not allowed to workout unless they have been acclimated
to the climate for over three weeks. Last year, the WBGT exceeded 85 degrees
71 days out of the 104 days of summer. The temperature extremes could impact
Basic Enlisted Submarine School delivery, which is the first school the
Sailors attend and is only five weeks in length. Physical fitness is an
important element of the students' Sailorization.

3. Your coordination and initiative in reference (a) is greatly appreciated.
Additional information relevant to successful execution of our BRAC
responsibilities will be forwarded as relocation plans are formed and
analyzed. Thank you for your continued support.


A. O. MOTRING

Copy to:
NETC N4 (CAPT JOHN BALL)
NPDC N8 (MR. FRED BARRANGER)
COMMANDER, NAVY REGION NORTHEAST (MR. BILL FOSTER)
NAVSUBSCOL (COMMANDING OFFICER)
COMNAVSUBFOR N10 (CAPT LESTER MOORE)