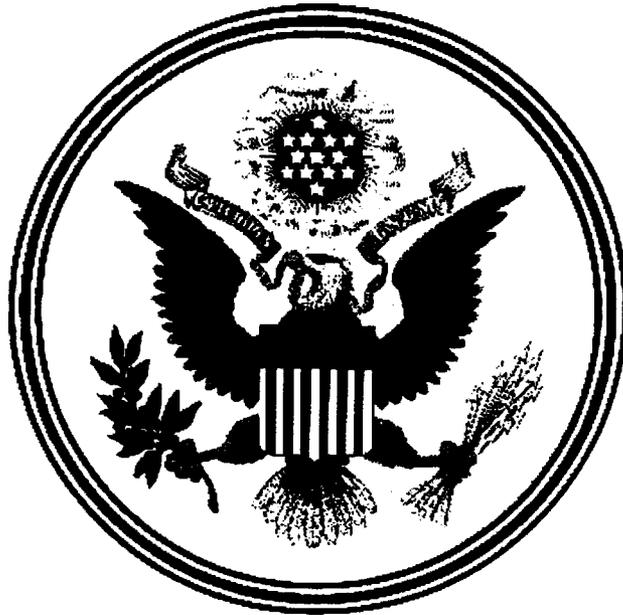


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DEFENSE BASE CLOSURE AND
REALIGNMENT COMMISSION



BOSTON, MASSACHUSETTS
REGIONAL HEARING

JULY 6, 2005

*Rhode Island, Connecticut, Massachusetts,
New Hampshire, Maine*

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DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION



BOSTON, MASSACHUSETTS REGIONAL HEARING

JULY 6, 2005

*Rhode Island, Connecticut, Massachusetts,
New Hampshire, Maine*



BASE CLOSURE AND REALIGNMENT COMMISSION

**BOSTON, MASSACHUSETTS
REGIONAL HEARING
JULY 6, 2005**

TABLE OF CONTENTS

- A. HEARING AGENDA
- B. COMMISSION ATTENDEES
- C. OPENING STATEMENT
Commissioner Lloyd Newton
- D. FCOA Oath
- E. STATE INFORMATION: RHODE ISLAND
- F. STATE INFORMATION: CONNECTICUT
- G. STATE INFORMATION: MASSACHUSETTS
- H. STATE INFORMATION: NEW HAMPSHIRE
- I. STATE INFORMATION: MAINE
- J. CLOSING REMARKS
Commissioner Lloyd Newton

APPENDIX I

BRAC 2005 Closure and Realignment Impacts by State

BOSTON, MASSACHUSETTS REGIONAL HEARING
Wednesday, July 6, 2005
8:30a.m.-6:00p.m.

COMMISSIONERS ATTENDING

Commissioner Lloyd "Fig" Newton
Chairman Anthony J. Principi
Commissioner James H. Bilbray
Commissioner Sue Turner

Executive Director Charlie Battaglia

STAFF ATTENDING

Review & Analysis

Mr. Frank Cirillo, Director
Mr. Jim Hanna
Mr. Dave VanSaun
Mr. Ryan Dean
Mr. David Combs
Mr. Nat Sillin
Mr. Brad McCree

Congressional Affairs

Ms. Jennifer Meyers

Legal Counsel

General David Hague, General Counsel

Communications

Mr. James Schaefer, Director
Mr. Robert McCreary, Deputy Director

Advance

Ms. Christina Estrada
Ms. Cynthia Simmons



BASE CLOSURE AND REALIGNMENT COMMISSION

**REGIONAL HEARING
BOSTON, MASSACHUSETTS**

JULY 6, 2005 8:30AM

Boston Convention Center and Exhibition Center

HEARING AGENDA

- I. Opening Statement by Acting Chairman Lloyd Newton
- II. State Testimony – Rhode Island (*30 mins*)
- III. State Testimony – Connecticut (*120 mins*)
- IV. State Testimony – Massachusetts (*60 mins*)
- V. State Testimony – New Hampshire (*120 mins*)
- VI. State Testimony – Maine (*120 mins*)
- VII. Closing Statement by Acting Chairman Lloyd Newton



BASE CLOSURE AND REALIGNMENT COMMISSION

**Chairman's
Opening Statement**

**Regional Hearing
of the
2005 Base Closure and Realignment Commission**

for

**Massachusetts, Maine, Connecticut, New Hampshire and Rhode
Island**

**8:30 AM
July 6, 2005**

Boston, Massachusetts

Good Morning,

I'm Commissioner Newton, and I will be the chairperson for this Regional Hearing of the Defense Base Closure and Realignment Commission. I'm also pleased to be joined by my fellow Commissioners, Chairman Principi, Commissioner Turner, and Commissioner Bilbray for today's session.

As this Commission observed in our first hearing: Every dollar consumed in redundant, unnecessary, obsolete, inappropriately designed or located infrastructure is a dollar not available to provide the training that might save a Marine's life, purchase the munitions to win a soldier's firefight, or fund advances that could ensure continued dominance of the air or the seas.

The Congress entrusts our Armed Forces with vast, but not unlimited, resources. We have a responsibility to our nation, and to the men and women who bring the Army, Navy, Air Force and Marine Corps to life, to demand the best possible use of limited resources.

Congress recognized that fact when it authorized the Department of Defense to prepare a proposal to realign or close domestic bases. However, that authorization was not a blank check. The members of this Commission accepted the challenge, and necessity, of providing an independent, fair, and equitable assessment and evaluation of the Department of Defense's proposals and the data and methodology used to develop that proposal.

We committed to the Congress, to the President, and to the American people, that our deliberations and decisions will be open and transparent – and that our decisions will be based on the criteria set forth in statute.

We continue to examine the proposed recommendations set forth by the Secretary of Defense on May 13th and measure it against the criteria for military value set forth in law, especially the need for surge manning and for homeland security. But be assured, we are not conducting this review as an exercise in sterile cost-accounting. This commission is committed to conducting a clear-eyed reality check that we know will not only shape our military capabilities for decades to come, but will also have profound effects on our communities and on the people who bring our communities to life.

We also committed that our deliberations and decisions would be devoid of politics and that the people and communities affected by the BRAC proposals would have, through our site visits and public hearings, a chance to provide us with direct input on the substance of the proposals and the methodology and assumptions behind them.

I would like to take this opportunity to thank the thousands of involved citizens who have already contacted the Commission and shared with us their thoughts, concerns, and suggestions about the base closure and realignment proposals. Unfortunately, the volume of correspondence we have received makes it impossible for us to respond

directly to each one of you in the short time with which the Commission must complete its mission. But, we want everyone to know -- the public inputs we receive are appreciated and taken into consideration as a part of our review process. And while everyone in this room will not have an opportunity to speak, every piece of correspondence received by the commission will be made part of our permanent public record, as appropriate.

Today we will hear testimony from the states of Massachusetts, Maine, Connecticut, New Hampshire and Rhode Island. Each state's elected delegation has been allotted a block of time determined by the overall impact of the Department of Defense's closure and realignment recommendation on the state. The delegations have worked closely with their communities to develop agendas that I am certain will provide information and insight that will make up a valuable part of our review. We would greatly appreciate it if you would adhere to your time limits, every voice today is important.

I now request our witnesses for the State of Rhode Island to stand for the administration of the oath required by the Base Closure and Realignment statute. The oath will be administered by David Hague, the Commission's Designated Federal Officer. David Hague will administer this oath prior to the testimony of each additional panel of witnesses.

SWEARING IN OATH

Do you swear or affirm that the testimony you are about to give, and any other evidence that you may provide, are accurate and complete to the best of your knowledge and belief, so help you God?

RHODE ISLAND

Table of Contents

A. STATE AGENDA

B. INSTALLATION CONTENTS- NEWPORT

Base Summary Sheet
DoD Recommendation
Commission Base Visit

C. STATE CLOSURE INFORMATION

REGIONAL HEARING
BOSTON, MASSACHUSETTS

JULY 6, 2005 8:30AM

Boston Convention Center and Exhibition Center

RHODE ISLAND PRESENTATION (30 min.)

Naval Station Newport

8:30am

2 min

Senator Jack Reed

2 min

Governor Carcieri

2 min

Senator Chafee

2 min

Congressman Kennedy

2 min

Congressman Langevin

19 Min

Keith Stokes, *Executive Director Newport Chamber of Commerce*

1 min

Senator Jack Reed

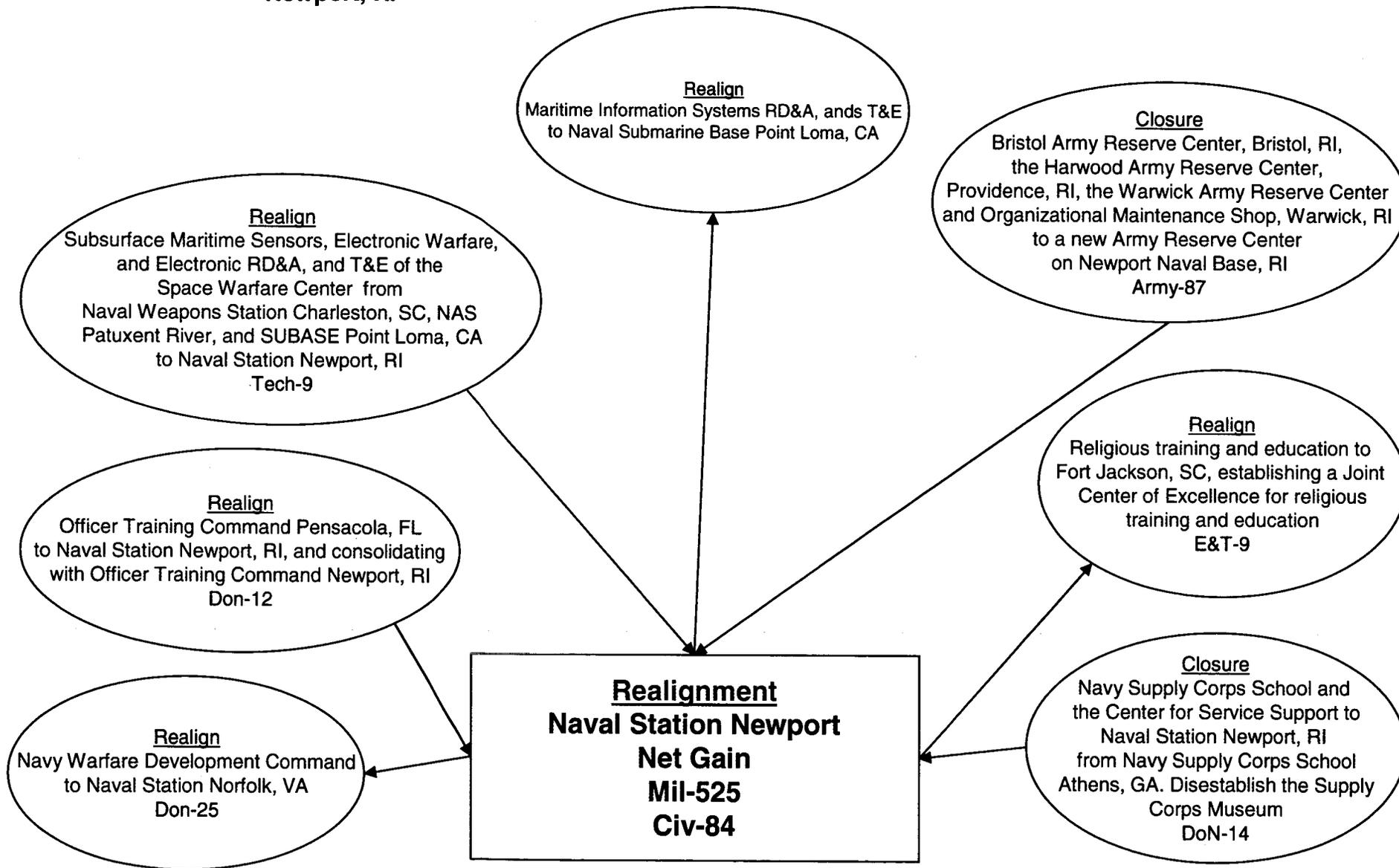
10 min

Q&A from Commissioners

5 min

Break

**Recommendation for Realignment
Naval Station Newport
Newport, RI**



BASE VISIT REPORT
NAVAL STATION, NEWPORT, RI

June 27-28, 2005

LEAD COMMISSIONER: None

ACCOMPANYING COMMISSIONER: None

COMMISSION STAFF: David Epstein

LIST OF ATTENDEES: I attended four primary meetings. These were:

- Naval Station Newport Introduction:

CAPT Robert P. McLaughlin	Commanding Officer	401 841-3715	Robert.p.mclaughlin@navy.mil
CDR Stephen V. Burke	Executive Officer	401 841-3932	Stephen.v.Burke@navy.mil
CDR Mike Stoll	Public Works Officer	401 841-3841	Michael.j.Stoll@navy.mil
David Dorocz	Environmental Head	401 841-7671	David.Dorocz@navy.mil
Mark Silvia	Housing Storefront	401 841-4209	Mark.silvia@navy.mil
Rachel Coston	VQ/BH Storefront	401 841-1311	Rachel.Coston@navy.mil

- Naval Station Newport Overview Brief:

CAPT Robert P. McLaughlin	Commanding Officer	401 841-3715	Robert.p.mclaughlin@navy.mil
CDR Stephen V. Burke	Executive Officer	401 841-3932	Stephen.v.Burke@navy.mil
CDR Mike Stoll	Public Works Officer	401 841-3841	Michael.j.Stoll@navy.mil
David Dorocz	Environmental Head	401 841-7671	David.Dorocz@navy.mil
Mark Silvia	Housing Storefront	401 841-4209	Mark.silvia@navy.mil
Rachel Coston	VQ/BH Storefront	401 841-1311	Rachel.Coston@navy.mil
Anthony D'Agnenica	Navy Region Northeast		
LT Loren Reinke	OTCN Support Services		
Dan Murphy	Naval Warfare Development Command	401 841-7814	murphyd@nwdc.navy.mil
John Woodhouse	Naval Warfare Development Command		
Mark Averyt	OTCN	401 841-7240	mark.averyt@navy.mil
Elizabeth King	Senator Jack Reed	202 224-4642	liz.king@read.senate.gov
Paul Borkowski	NAVRESREDCOM	401 841-4460	paul.borkowski@navy.mil
David Berger	FISC Newport		
David Sanders	NAVSTA Public Affairs		
Paul Parnagian	NUWC	401 832-1354	parnagianpo@npt.nuwc.navy.mil
Frank Molino	NUWC BRAC Manager	401 832-8287	molinofw@npt.nuwc.navy.mil
Russ Racette	NUWC Senior Staff	401 832-1392	
CAPT Tim Davison	COS, NWDC	401 841-4262	timothy.davison@nwdc.navy.mil
CAPT James E. Pillsbury	CO, OTCN	401 841-1171	james.pillsbury@navy.mil

- Officer Training Command:

CAPT James Pillsbury	Commanding Officer	401 841-1171/ 1585	james.pillsbury@navy.mil
CDR Shannon Thaeler	Executive Officer	401 841-1171/ 1585	shannon.thaeler@navy.mil
LT Loren Reinke	CISO/N3	401 841-2921	loren.reinke@navy.mil
CAPT Tom Citrano	Deputy Director SPA-21	401 841-7950	thomas.citrano@navy.mil
CDR Sharon Winklerpeiser	Director OIS	401 841-4019	sharon.winklerpeiser@navy.mil
Mark Averyt	Nav II Lead Inst NSI	401 841-7240	Mark.averyt@navy.mil
CDR Edie Dozsa	Deputy Director OIS	401 841-4019/ -4074	edie.dozsa@navy.mil
CDR Douglas Rosander	Assistant Director, Chaplain School	401 841-1967 or ext 216	Douglas.rosander@navy.mil
CAPT Tierian Cash	Director, Chaplains School	401 841-2558 -12533 ext 233/212	tierian.cash@navy.mil
LCDR Michael Wiczorek	Director, Damage Control School	401 841-7402	michael.wiczorek@navy.mil

- Naval Undersea Warfare Center

		401 841-	
		401 841-3	
		401 841-	
		401 841-	
		401 841-	
		401 841-	

During the base “drive-by,” we went into the building occupied by Naval Warfare Development Command and the CNO’s Strategic Studies Group. NWDC, was previously part of the Naval War College, and is currently proposed to be relocated to Norfolk. SSG, which reports directly to CNO, will remain at Newport.

BASE’S PRESENT MISSION: The mission of NAVSTA Newport is to maintain and operate facilities and provide services and material to support operations for tenant activities, supported activities and visiting fleet units, and to perform such other functions and tasks as may be directed by higher authority. Services are provided in nine major departments. (Attachment #1 applies.)

I visited the facilities and/or met with representatives from Naval Station Newport and several of its major tenants, including Naval Undersea Warfare and Naval Officer Training Command. Each of those commands has its own mission.

SECRETARY OF DEFENSE RECOMMENDATION: There are seven recommendations that affect Naval Station Newport. In some cases, Newport is but one of three or more affected bases.

- Close the Bristol Army Reserve Center, Bristol, RI, the Harwood Army Reserve Center, Providence, RI, the Warwick Army Reserve Center and Organizational Maintenance Shop, Warwick, RI. Relocate all units to a new Army Reserve Center **on Newport Naval Base, RI.**
- Realign Naval Air Station Pensacola, FL by relocating Officer Training Command Pensacola, FL to Naval Station Newport, RI, and **consolidating with Officer Training Command Newport, RI.**
- Close the naval installation at Athens, GA. Relocate the Navy Supply Corps School and the Center for Service Support **to Naval Station Newport, RI.** Disestablish the Supply Corps Museum.
- Realign Naval Station Newport, RI by relocating the Navy Warfare Development Command **to Naval Station Norfolk, VA.**
- Realign Naval Air Station Joint Reserve Base Fort Worth, TX, by consolidating Navy Reserve Readiness Command South with Naval Reserve Readiness Command Midwest at Naval Station Great Lakes, IL. Realign Naval Station Newport, RI, and the Washington Navy Yard, Washington, DC, by consolidating Naval Reserve Readiness Command Northeast with Naval Reserve Readiness Command Mid-Atlantic and relocating the consolidated commands **to Naval Station, Norfolk, VA.**
- Realign Maxwell Air Force Base, AL; Naval Air Station Meridian, MS; and Naval Station Newport, RI, by relocating religious training and education **to Fort Jackson, SC,** establishing a Joint Center of Excellence for religious training and education.
- Realign Washington Navy Yard, DC, by disestablishing the Space Warfare Systems Center Charleston, SC, detachment Washington Navy Yard and assign functions to the new Space Warfare Systems Command Atlantic Naval Amphibious Base, Little Creek, VA.

Realign Naval Station, Norfolk, VA, by disestablishing the Space Warfare Systems Center Norfolk, VA, and the Space Warfare Systems Center Charleston, SC, detachment Norfolk, VA, and assign functions to the new Space Warfare Systems Command Atlantic Naval Amphibious Base, Little Creek, VA.

Realign Naval Weapons Station Charleston, SC, as follows: relocate Surface Maritime Sensors, Electronic Warfare, and Electronics Research, Development & Acquisition, and Test & Evaluation of the Space Warfare Center to Naval Surface Warfare Center Division, Dahlgren, VA; relocate Subsurface Maritime Sensors, Electronic Warfare, and Electronics Research, Development & Acquisition, and Test & Evaluation of the Space Warfare Center **to Naval Station Newport, RI**; and relocate the Command Structure of the Space Warfare Center to Naval Amphibious Base, Little Creek, VA, and consolidate it with billets from Space Warfare Systems Command San Diego to create the Space Warfare Systems Command Atlantic, Naval Amphibious Base, Little Creek, VA. The remaining Maritime Information Systems Research, Development & Acquisition, and Test & Evaluation functions at Naval Weapons Station Charleston, SC, are assigned to Space Warfare Systems Command Atlantic, Naval Amphibious Base, Little Creek, VA.

Realign Naval Base Ventura County, CA, Naval Surface Warfare Center Division, Dahlgren, VA, and Naval Station Newport, RI, by relocating Maritime Information Systems Research, Development & Acquisition, and Test & Evaluation **to Naval Submarine Base Point Loma, San Diego, CA**, and consolidating with the Space Warfare Center to create the new Space Warfare Systems Command Pacific, Naval Submarine Base Point Loma, San Diego, CA.

Realign Naval Submarine Base Point Loma, San Diego, CA, as follows: relocate Surface Maritime Sensors, Electronic Warfare, and Electronics Research, Development & Acquisition, and Test & Evaluation of the Space Warfare Center to Naval Surface Warfare Center Division, Dahlgren, VA; relocate Subsurface Maritime Sensors, Electronic Warfare, and Electronics Research, Development & Acquisition, and Test & Evaluation of the Space Warfare Center **to Naval Station Newport, RI**; disestablish Space Warfare Systems Center Norfolk, VA, detachment San Diego, CA, and assign functions to the new Space Warfare Systems Command Pacific, Naval Submarine Base Point Loma, San Diego, CA; disestablish Naval Center for Tactical Systems Interoperability, San Diego, CA, and assign functions to the new Space Warfare Systems Command Pacific, Naval Submarine Base Point Loma, San Diego, CA; and disestablish Space Warfare Systems Command San Diego, CA, detachment Norfolk, VA, and assign functions to the new Space Warfare Systems Command Atlantic, Naval Amphibious Base, Little Creek, VA.

Realign Naval Air Station Patuxent River, MD, by relocating Subsurface Maritime Sensors, Electronic Warfare, and Electronics Research, Development & Acquisition, and Test & Evaluation of the Naval Air Warfare Center, Aircraft Division **to Naval Station Newport, RI**.

Realign Naval Air Station Jacksonville, FL, by disestablishing the Space Warfare Systems Center Charleston, SC, detachment Jacksonville, FL.

Realign Naval Air Station Pensacola, FL, by relocating the Space Warfare Systems Center Charleston, SC, detachment Pensacola, FL, to Naval Weapons Station Charleston, SC.

Realign Naval Weapons Station Yorktown, VA, by relocating the Space Warfare Systems Center Charleston, SC, detachment Yorktown, VA, to Naval Station Norfolk, VA, and consolidating it into the new Space Warfare Systems Command Atlantic detachment, Naval Station Norfolk, VA.

SECRETARY OF DEFENSE JUSTIFICATION:

The justifications for the seven recommendations listed above are in the same order as the recommendations.

- This recommendation transforms Reserve Component facilities in the State of Rhode Island. The implementation of this recommendation will enhance military value, improve homeland defense capability, greatly improve training and deployment capability, create significant efficiencies and cost savings, and is consistent with the Army's force structure plans and Army transformational objectives.

This recommendation is the result of a state-wide analysis of Reserve Component installations and facilities conducted by a team of functional experts from Headquarters, Department of the Army, the Office of the State Adjutant General, and the Army Reserve Regional Readiness Command.

This recommendation closes three Army Reserve Centers in Bristol, Harwood and Warwick, RI; and closes one Army Reserve Organizational Maintenance Shop in Warwick, RI and constructs a multi functional Army Reserve Center (AFRC) on Newport Naval Base, RI. This recommendation reduces the number of separate DoD installations by relocating to an existing base.

The implementation of this recommendation will enhance military value, improve homeland defense capability, greatly improve training and deployment capability, create significant efficiencies and cost savings, and is consistent with the Army's force structure plans and Army transformational objectives.

This recommendation considered feasible locations within the demographic and geographic areas of the closing facilities and affected units. The site selected was determined as the best location because it optimizes the Reserve Components ability to recruit and retain Reserve Component soldiers and to train and mobilize units impacted by this recommendation.

This recommendation provides the opportunity for other Local, State, or Federal organizations to partner with the Reserve Components to enhance Homeland Security and Homeland Defense at a reduced cost to those agencies.

Although not captured in the COBRA analysis, this recommendation avoids an estimated \$20.8M in mission facility renovation costs and procurement avoidances associated with meeting AT/FP construction standards and altering existing facilities to meet unit training

and communications requirements. Consideration of these avoided costs would reduce costs and increase the net savings to the Department of Defense in the 6-year BRAC implementation period, and in the 20-year period used to calculate NPV.

- Navy Officer Accession Training is currently conducted at three installations: (1) U.S. Naval Academy Annapolis, MD hosts Midshipman Training; (2) Naval Station Newport hosts Naval Academy Preparatory School and Officer Training Command Newport, which includes Officer Indoctrination School and Seaman to Admiral-21 Program courses; and (3) Naval Air Station Pensacola hosts Officer Training Command Pensacola which includes Navy Officer Candidate School, Limited Duty Officer Course, Chief Warrant Officer Course, and the Direct Commissioning Program. Consolidation of Officer Training Command Pensacola and Officer Training Command Newport will reduce inefficiencies inherent in maintaining two sites for similar training courses through reductions in facilities requirements, personnel requirements (including administrative and instructional staff), and excess capacity. This action also supports the Department of the Navy initiative to create a center for officer training at Naval Station Newport.
- This recommendation closes a single-function installation and relocates its activities to a multi-functional installation with higher military value. Naval Station Newport has a significantly higher military value than Navy Supply Corps School and the capacity to support the Navy Supply Corps School training mission with existing infrastructure, making relocation of Navy Supply Corps School to Naval Station Newport desirable and cost efficient. Relocation of this function supports the Department of the Navy initiative to create a center for officer training at Naval Station Newport.

Center for Service Support, which establishes curricula for other service support training, is relocated to Naval Station Newport with the Navy Supply Corps School to capitalize on existing resource and personnel efficiencies.

Relocation of the Navy Supply Corps School and Center for Service Support to Naval Station Newport removes the primary mission from the naval installation at Athens and removes or relocates the entirety of the Navy workforce at the naval installation at Athens, except for those personnel associated with base support functions. As a result, retention of the naval installation at Athens is no longer required.

- Navy Warfare Development Command performs the functions of warfare innovation, concept development, fleet and joint experimentation, and the synchronization and dissemination of doctrine. Relocating the Navy Warfare Development Command to Norfolk better aligns the Navy's warfare development organization with those of the other joint force components and Joint Forces Command, as well as places Navy Warfare Development Command in better proximity to Fleet Forces Command and the Second Fleet Battle Lab it supports, resulting in substantial travel cost savings to conduct experimentation events. Location of Navy Warfare Development Command in Hampton Roads area places it in proximity to Army Training and Doctrine Command, Fort Monroe, VA and Marine Corps Combat Development Command, Quantico, VA, as well

as in closer proximity to the Air Force Doctrine Center at Maxwell Air Force Base, AL, which furthers joint interoperability concepts.

- This recommendation enhances the Navy's long-standing initiative to accomplish common management and support on a regionalized basis, by consolidating and collocating reserve readiness commands with the installation management Regions. This collocation aligns management concepts and efficiencies and ensures a reserve voice at each region as well as enabling future savings through consolidation of like functions. This recommendation will result in an increase in the average military value for the remaining Naval Reserve Readiness Commands and ensures that each of the installation management Regions has an organization to manage reserve matters within the region.
- Consolidation at Fort Jackson, SC, creates a synergistic benefit by having each Services' officer and enlisted programs conducted in close proximity to operational forces. Realized savings result from consolidation and alignment of similar officer and enlisted educational activities and the merging of common support functions. This recommendation supports the following DoD transformational options: 1) establish center of excellence for joint education and training by combining like schools; and 2) establish joint officer and enlisted specialized skills training.
- These recommended realignments and consolidations provide for multifunctional and multidisciplinary Centers of Excellence in Maritime C4ISR. This recommendation will also reduce the number of technical facilities engaged in Maritime Sensors, Electronic Warfare, & Electronics and Information Systems RDAT&E from twelve to five. This, in turn, will reduce overlapping infrastructure increase the efficiency of operations and support an integrated approach to RDAT&E for maritime C4ISR. Another result would also be reduced cycle time for fielding systems to the warfighter.

MAIN FACILITIES REVIEWED (attachment #1 applies):

The primary facilities visited included:

- Naval Station Newport: Conference Center, base "drive-by" (attachments #2-3 apply);
- Officer Training Command, Newport: Dormitories, pistol range, auditorium, classrooms
- Naval Warfare Development Command;
- Naval Undersea Warfare Center: Submarine radio laboratory, submarine combat control laboratory, periscope I-level maintenance facility, periscope testing facility, submarine over water antenna test facility, two anechoic chambers, and others (attachment #4 applies).

KEY ISSUES IDENTIFIED:

- There are several vacant buildings, including two 20K square foot buildings that are vacant. This is in addition to sufficient space to absorb all incoming organizations on the non-technical side, using major rehabilitation of existing spaces. (attachments #5-6 apply)

- There is a convention center which has adjacent bachelor quarters. There appears to be substantial use by various customers, including the IRS. They can cater from the Officers Club. It appears to have a lower level of IT sophistication.
- Naval Station Newport family housing is under a privatization contract. The number of housing units is being reduced from 1351 to 869 (plus 5 units which will remain under Navy auspices). The reduction is attributable to the sale of 321 units and the demolition of 242. 86 new units will be built. (attachment #7 applies)
-

Army Reserve Center:

There was no discussion of the Army Reserve Center and nobody to discuss it.

Officer Training Command:

Officer Training Command Newport (OTCN) and Officer Training Command Pensacola both report to Naval Service Training Command, which is part of Naval Education and Training Command. OTCN is comprised of three parts –

- Officer Indoctrination School which has the mission of preparing newly commissioned Medical, Medical Service Corps, Nurse Corps, Dental Corps, JAG Corps, and Nuclear Power Instructors as Naval leaders supporting the Fleet and Fleet Marine Force. It conducts nine classes per year, each with up to 150 students. Students in this class average about 30% ex-enlisted. Students range from ENS-LCDR; from early 20s to 50s.
- STA-21 (Seaman to Admiral – 21) which prepares selected sailors and marines academically and professionally for success in NROTC. STA-21 includes BOOST and Naval Science curriculum. BOOST provides remedial training in math, science, and English in 3, 6, or 9 month programs. As the quality of Navy enlistees has improved, the enlisted –sourced NROTC applicants have had less and less need for this program, while the Marines still tend to use the nine-month program. BOOST students may come with their families. There is also a Naval Science Institute, which teaches all of the courses normally taken by an NROTC midshipman, so that NROTC midshipman can graduate in three years.
- Naval Chaplains School prepares Navy Chaplains for institutional ministry and professional leadership throughout and beyond the Sea Services. The Basic Course is given 3 times per year, each ten week class with 65-70 chaplains who start as)-2s or O-3s and enter at ages ranging from their mid-20s to age 62. There are also three advanced courses, each 3-4 weeks in durations. There are also Professional Development Training Courses and a Chaplain Candidate course for prospective chaplains.

OTCN also conducts a variety of one and two-day damage control courses (fire fighting, wet trainer, and water survival) for a total of about 7000 students per year.

OTCN has sufficient physical capacity to accommodate all of OTCP's students with rehabilitation of existing spaces. There would be some efficiencies obtaining through the merging of the two staffs (Commanding Officer, Comptroller, Curriculum Control, etc.).

OTC students ?? do not receive PCS orders and bring their families only at their own expense.

OTCN experiences a significant spike in student load during the summer – about 50% higher than the peaks at other times during the year. (attachment #8-11 apply)

Navy Supply Corps School:

There was no discussion of NSCS except as relevant to BQs and the Conference Center. (attachment #12 applies)

Navy Warfare Development Command:

We visited the building which NWDC occupies. CAPT Davison, the Deputy Commander, accompanied us as we toured the building. Mr. Dan Murphy and several other key personnel were also part of the touring party. NWDC was previously part of the Naval War College. NWDC does some key parts of the Navy SEATRIAL process. (attachments #13- 14 apply.)

Naval Reserve Readiness Command:

A representative was present from Naval Reserve Readiness Command, but no objections were raised and I saw no reason to doubt the wisdom of the proposed move.

Navy Chaplains School:

At my request, CDR Douglas Rosander, the Assistant Director, joined the meeting at the Officer Training Command

Naval Undersea Warfare Center: (Attachment #15)

- There is considerable concern about “brain drain.” They point to the high percentage of employees who did not move in BRACs 1993 and 1995. (Attachment #16 applies)
- NUWC has the electronics of a virtual submarine. However the timing associated with cross-country transmissions precludes testing. Also, because of the classified nature of the communication, transmissions go through closed circuit fiber optic cable. Thus, performing testing through cross-country facilities would be virtually impossible. (Attachments #17-18 apply to this and all questions.)
- Here, like elsewhere, I was told of the manner in which military value and the granularity that lead to the division into the 13 categories improperly drove illogical decisions.
- NUWC, unlike San Diego, has over-water ranges to test transmissions, periscopes, etc.
- NUWC has sufficient capacity to accommodate all existing personnel and all personnel slated to come to Newport using existing space and approved MILCON. (Attachment #19 applies)

INSTALLATION CONCERNS RAISED

- See comments on cost of move in write-up on Navy Supply Corps School, Athens, GA;
- Naval Warfare Development Command pointed out
 - “Brain drain” issues; however, they acknowledged that the Norfolk area should have plenty of qualified military retirees who are willing and able to start quickly.
 - The cost of a 12K square foot modeling and simulation lab and of a 4400 square foot TS and SAP SCIF was not included in the COBRA.
- Naval Undersea Warfare Center pointed out:
 - They have the electronics of a virtual submarine. If sensors or other parts of the submarine were placed under Pt. Loma, the timing differences with different parts of the virtual submarine in different places would interfere with operations. They pointed out that sometime they have to bring parts of key assemblies by cart to get the elements side-by-side instead of in different buildings.
 - Extensive, expensive procurements would be needed to replace equipment being moved to Southern California.
 - They discussed the “brain drain” and provided Handout #9 which supports expectations of significant personnel losses. They have a highly educated work force, with 159 PhDs (8%) and 735 Master’s (37%)
 - The COBRA cost does not reflect certain costs. (Attachment #20 applies)
 - There are timing issues that would preclude successful testing of the virtual submarine when parts of the “submarine” are at opposite ends of the country.

COMMUNITY CONCERNS RAISED:

- See remarks above on Navy Warfare Development Command;
- See remarks above on Naval Undersea Warfare Center.

REQUESTS FOR STAFF AS A RESULT OF VISIT:

- N/A

RHODE ISLAND

Prior Closures¹

RHODE ISLAND

1988 Family Housing Davisville	CLOSED
1988 Family Housing North Smithfield 99	CLOSED
1991 Construction Battalion Center Davisville	CLOSED
1991 Trident Command and Control Systems	CLOSED
1991 Trident Command and Control Systems Maintenance Activity, Newport	REALIGN
1993 Naval Education and Training Center, Newport	REALIGN

¹ 1995 Commission Report

REGIONAL HEARING
BOSTON, MASSACHUSETTS

JULY 6, 2005 8:30AM

Boston Convention Center and Exhibition Center

CONNECTICUT PRESENTATION (120 min)

9:15am

1 min DFO swears in witnesses

Submarine Base New London

4 min Opening Remarks
Governor Rell and Senator Dodd

2 min Video

35 min Strategic overview
VADM Konetzni, *Former Commander, U.S. Pacific Submarine Force
and Deputy & Chief of Staff for the U.S. Atlantic Fleet*
George Sawyer, *Former Assistant Secretary of the Navy*
John Casey, *President of General Dynamics-Electric Boat*

30 min Military value arguments
Criteria 1-3
John Markowicz, *Chairman of the Subbase Realignment Coalition*

5 min Cost/manpower implications
Criteria 4
Gabe Stern, *Subbase Realignment Coalition Analyst*

10 min Other considerations
Criteria 5-8
Gina McCarthy, *Commissioner of the Connecticut Department
of Environmental Protection*

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

BASE SUMMARY SHEET

Submarine Base New London, CT

INSTALLATION MISSION

- Support fleet readiness by providing quality service and facilities to our Submarine community and their families.

DOD RECOMMENDATION

- Close Naval Submarine Base New London, CT. Relocate its assigned submarines, Auxiliary Repair Dock 4 (ARDM-4), and Nuclear Research Submarine 1 (NR-1) along with their dedicated personnel, equipment and support to Submarine Base Kings Bay, GA, and Naval Station Norfolk, VA. Relocate the intermediate submarine repair function to Shore Intermediate Repair Activity Norfolk, at Naval Shipyard Norfolk, VA, and Trident Refit Facility Kings Bay, GA. Relocate the Naval Submarine School and Center for Submarine Learning to Submarine Base Kings Bay, GA. Consolidate the Naval Security Group Activity Groton, CT with Naval Security Group Activity Norfolk, VA at Naval Station Norfolk, VA. Consolidate Naval Submarine Medical Research Laboratory Groton, CT, with Naval Medical Research Center at Walter Reed Army Medical Center Forest Glenn Annex, MD. Relocate Naval Undersea Medical Institute Groton, CT to Naval Air Station Pensacola, FL, and Fort Sam Houston, TX. Consolidate Navy Region Northeast, New London, CT, with Navy Region, Mid-Atlantic, Norfolk, VA.

DOD JUSTIFICATION

- The existing berthing capacity at surface/subsurface installations exceeds the capacity required to support the Force Structure Plan. The closure of Submarine Base New London materially contributes to the maximum reduction of excess capacity while increasing the average military value of the remaining bases in this functional area. Sufficient capacity and fleet dispersal is maintained with the East Coast submarine fleet homeports of Naval Station Norfolk and Submarine Base Kings Bay, without affecting operational capability. The intermediate submarine repair function is relocated to Shore Intermediate Maintenance Activity Norfolk at Norfolk Naval Shipyard, and the Trident Refit Facility Kings Bay, GA, in support of the relocating submarines. Consolidating the Naval Submarine Medical Research Laboratory 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.

COST CONSIDERATIONS DEVELOPED BY DOD

- One-Time Costs: \$679.6 million
- Net Savings (Cost) during Implementation: \$345.42 million
- Annual Recurring Savings: \$192.78 million
- Return on Investment Year: Calendar Year (Three)
- Net Present Value over 20 Years: \$1.58 billion

MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)

	<u>Military</u>	<u>Civilian</u>
Baseline	7096	952
Reductions	(7096)	(952)
Realignments		
Total	(7096)	(952)

ENVIRONMENTAL CONSIDERATIONS

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 installation is closed, realigned, or remains open, this cost is not included in the payback calculation. The 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.

REPRESENTATION

- Governor: The Honorable M. Jodi Rell (R)
- Senators: The Honorable Joseph Lieberman (D)
The Honorable Christopher Dodd (D)
- Representative: The Honorable Robert Simmons (R)

ECONOMIC IMPACT

- Potential Employment Loss: 15,808 jobs (8,457 direct and 7,351 indirect)
- MSA Job Base: 168,620 jobs
- Percentage: 9.4 percent decrease

MILITARY ISSUES

- Close Naval Submarine Base New London, CT
- Submarines, Auxiliary Repair Dock 4, and Nuclear Research Submarine 1 to Submarine Base Kings Bay, GA, and Naval Station Norfolk, VA
- Intermediate submarine repair function to Shore Intermediate Repair Activity at Naval Shipyard Norfolk, VA and Trident Refit Facility Kings Bay, GA
- Naval Submarine School and Center for Submarine Learning to Submarine Base Kings Bay, GA
- Naval Security Group Activity Groton, CT consolidate with Naval Security Group Activity Norfolk, VA
- Consolidate Navy Region Northeast, New London, CT with Navy Region, Mid-Atlantic, Norfolk, VA
- Naval Undersea Medical Institute, Groton, CT to Naval Air Station Pensacola, FL and Fort Sam Houston, TX
- Consolidate Naval Submarine Medical Research Laboratory Groton, CT, with Naval Medical Research Center at Walter Reed Army Medical Center Forest Glenn, MD

COMMUNITY CONCERNS/ISSUES

- Closure of Submarine Base New London will create an economic concern for the surrounding communities.
- The environmental impact of the Submarine Base closing

ITEMS OF SPECIAL EMPHASIS

- Strategic Military Value

Recommendation for Closure Submarine Base New London, CT

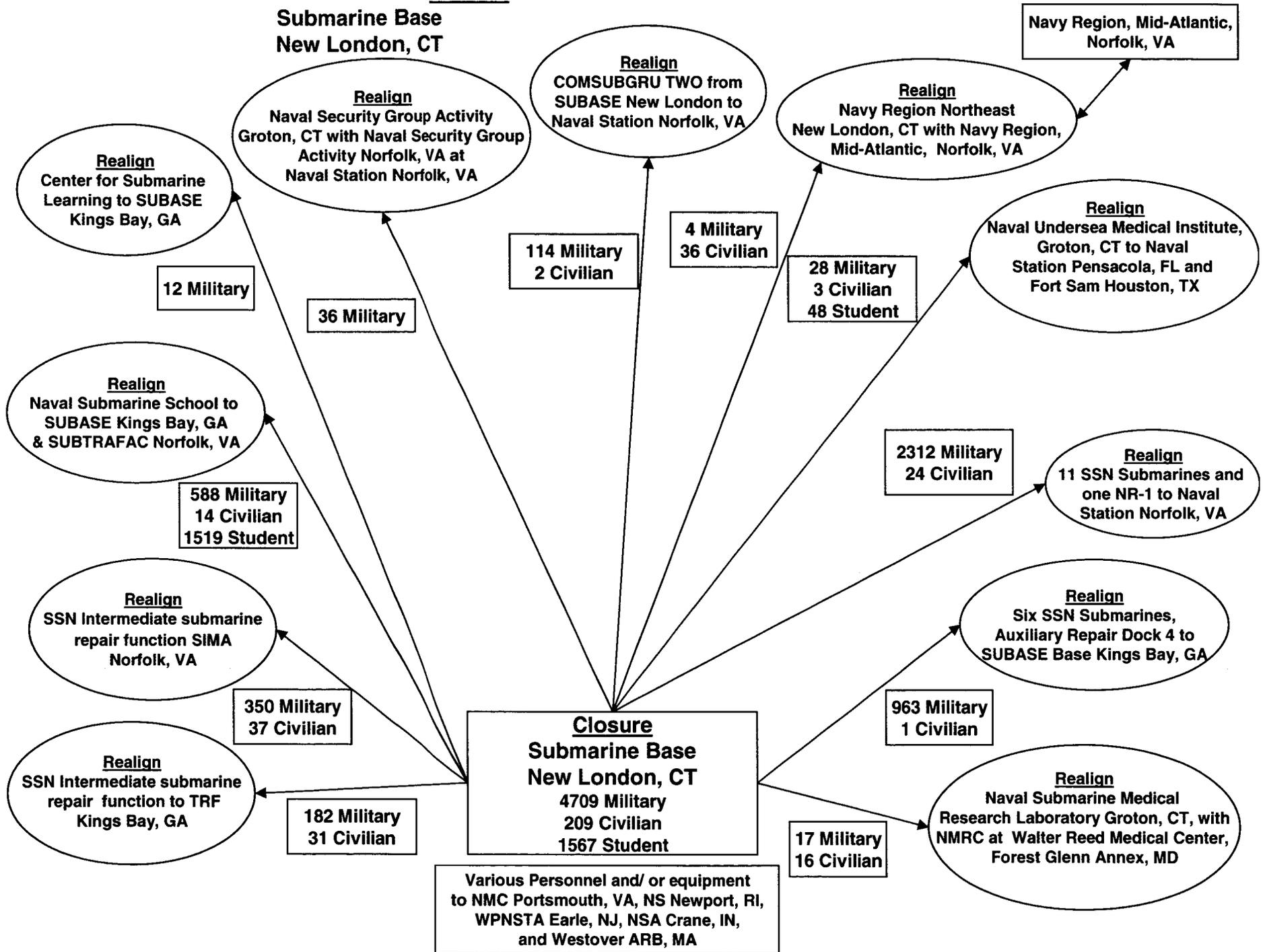
Recommendation: Close Naval Submarine Base New London, CT. Relocate its assigned submarines, Auxiliary Repair Dock 4 (ARDM-4), and Nuclear Research Submarine 1 (NR-1) along with their dedicated personnel, equipment and support to Submarine Base Kings Bay, GA, and Naval Station Norfolk, VA. Relocate the intermediate submarine repair function to Shore Intermediate Repair Activity Norfolk, at Naval Shipyard Norfolk, VA, and Trident Refit Facility Kings Bay, GA. Relocate the Naval Submarine School and Center for Submarine Learning to Submarine Base Kings Bay, GA. Consolidate the Naval Security Group Activity Groton, CT with Naval Security Group Activity Norfolk, VA at Naval Station Norfolk, VA. Consolidate Naval Submarine Medical Research Laboratory Groton, CT, with Naval Medical Research Center at Walter Reed Army Medical Center Forest Glenn Annex, MD. Relocate Naval Undersea Medical Institute Groton, CT to Naval Air Station Pensacola, FL, and Fort Sam Houston, TX. Consolidate Navy Region Northeast, New London, CT, with Navy Region, Mid-Atlantic, Norfolk, VA.

Justification: The existing berthing capacity at surface/subsurface installations exceeds the capacity required to support the Force Structure Plan. The closure of Submarine Base New London materially contributes to the maximum reduction of excess capacity while increasing the average military value of the remaining bases in this functional area. Sufficient capacity and fleet dispersal is maintained with the East Coast submarine fleet homeports of Naval Station Norfolk and Submarine Base Kings Bay, without affecting operational capability. The intermediate submarine repair function is relocated to Shore Intermediate Maintenance Activity Norfolk at Norfolk Naval Shipyard, and the Trident Refit Facility Kings Bay, GA, in support of the relocating submarines. Consolidating the Naval Submarine Medical Research Laboratory 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

Recommendation for Closure Submarine Base New London, CT



BRADLEY INTERNATIONAL AIRPORT AIR GUARD STATION, CT, BARNES AIR GUARD STATION, MA, SELFRIDGE AIR NATIONAL GUARD BASE, MI, SHAW AIR FORCE BASE, SC, AND MARTIN STATE AIR GUARD STATION, MD
Air Force - 14

BRADLEY INTERNATIONAL AIRPORT AIR GUARD STATION, CT

REALIGN

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
(23)	(88)	6	13	(17)	(75)	0	(92)

BARNES AIR GUARD STATION, MA

REALIGN

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
0	(5)	23	88	23	83	0	106

SELFRRIDGE AIR NATIONAL GUARD BASE, MI

REALIGN

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
0	(4)	0	0	0	(4)	0	(4)

SHAW AIR FORCE BASE, SC

REALIGN

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
(24)	(1)	0	0	(24)	(1)	0	(25)

MARTIN STATE AIR GUARD STATION, MD

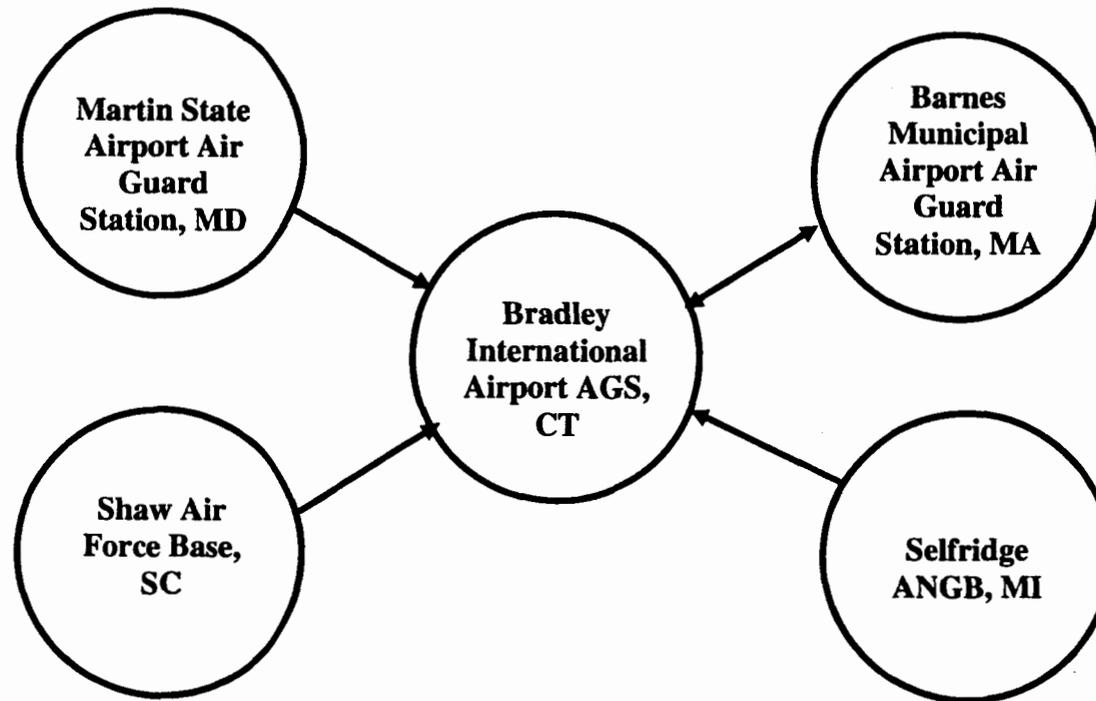
REALIGN

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
0	(4)	0	0	0	(4)	0	(4)

Recommendation: Realign Bradley International Airport Air Guard Station, CT. The A-10s assigned to the 103d Fighter Wing will be distributed to the 104th Fighter Wing, Barnes Municipal Airport Air Guard Station, MA (nine aircraft) and retirement (six aircraft). The wing's expeditionary combat support (ECS) elements will remain in place at Bradley and Bradley will retain capability to support a Homeland Defense mission.

Recommendation: Realign Barnes Air Guard Station, MA; Selfridge ANGB, MI; Shaw Air Force Base, SC; and Martin State Airport Air Guard Station, MD, by relocating base-level TF-34 engine intermediate maintenance to Bradley, establishing a Centralized Intermediate Repair Facility (CIRF) at Bradley for TF-34 engines.

BRADLEY INTERNATIONAL AIRPORT AIR GUARD STATION, CT, BARNES AIR GUARD STATION, MA, SELFRIDGE AIR NATIONAL GUARD BASE, MI, SHAW AIR FORCE BASE, SC, AND MARTIN STATE AIR GUARD STATION, MD



BASE VISIT REPORT

BRADLEY INTERNATIONAL AIRPORT AGS, CT

June 6, 2005

COMMISSION STAFF: Brad McRee (staff only visit)

LIST OF ATTENDEES: (see attached)

BASE'S PRESENT MISSION: To fly and support the A-10 aircraft for the Close Air Support mission.

SECRETARY OF DEFENSE RECOMMENDATION:

* Realign Bradley International Airport Air Guard Station, Connecticut. The A-10s assigned to the 103d Fighter Wing will be distributed to the 104th Fighter Wing, Barnes Municipal Airport Air Guard Station, Massachusetts (nine aircraft) and retirement (six aircraft). The wing's expeditionary combat support (ECS) elements will remain in place at Bradley and Bradley will retain capability to support a homeland defense mission.

* Establish a Centralized Intermediate Repair Facility (CIRF) at Bradley for TF-34 engine maintenance.

* Construct an Air Sovereignty Alert (ASA) facility at Bradley. The Bradley ECS elements remain in place to support the ASA mission.

SECRETARY OF DEFENSE JUSTIFICATION:

Barnes and Bradley are 12 miles apart. A "full" A-10 squadron will be at Barnes because it ranked higher in military value. Closing Otis ANGB creates a need to place an Air Sovereignty Alert (ASA) site in the region. The Air Force priced an alert facility at both Barnes and Bradley, and chose Bradley on the basis of lower cost. The Bradley ECS elements remain in place to support the ASA mission. Establishing a CIRF at Bradley for TF-34 engine maintenance complements the realignment of the A-10 fleet. The CIRF at Bradley will consolidate TF-34 engine maintenance for the ANG A-10 aircraft from Barnes, Selfridge, Martin State and active duty aircraft at Spangdahlem, Germany. Establishing this CIRF at Bradley rather than at Barnes avoids relocation of a hush house facility at an estimated cost of \$3.5 million, and avoids construction of additional 18,000 square feet of maintenance facilities already existing at Bradley and that will be available.

MAIN FACILITIES REVIEWED: Entire base. (windshield tour)

KEY ISSUES IDENTIFIED:

- * (6) aircraft are slated for retirement. Base officials questioned if they were really retiring. The Air Force Force Structure Plan supposedly says that there are to be no changes in the number of A-10 aircraft available for the next twenty years. There is a plan to extend the useful service life of the fleet.
- * 504 military positions are included. This is apparently not in the COBRA analysis.
- * The questions and MCI analysis masked the true capability of a smaller scale Guard base.
- * The main range used is located at Fort Drum. The next closest is Warren Grove. They believe there will be a huge impact on recruiting and retention. If Otis closes also, Barnes will give them priority for jobs because they are in the same state. Even though Bradley and Barnes are 12 miles apart, there is a state line between them. MA has two unions to satisfy.
- * They predict huge retraining costs and loss of combat capability.
- * If this proposal is enacted, the result will be a huge impact to the Air Force AEF plan.
- * An ASA unit has supposedly never been placed at a base that did not have an active flying unit without maintenance support.
- * It is unknown if the CIRF workers will be mobility qualified.
- * They believe they could handle the CIRF, ASA, and 24 A-10 aircraft.

INSTALLATION CONCERNS RAISED:

- * The base has 144 acres now with an option for 44 additional acres for expansion. This additional land is owned by the state. The current lease expires in 2050.
- * The base can currently park (36) A-10s on the ramp. They are not sure what the DoD data says. They know that they shorted themselves on the data call. Other units supposedly counted space that was not on their lease. If that space is eligible, there is Army ramp and airport ramp area that could be used.
- * To construct the ASA, there should be a cost of \$2M for arresting barriers that should be installed. The ASA facility itself is expected to cost \$15.5M.
- * Modifications to the Base Operations building would be necessary because of the need for 24-hour operations. In addition, there would be increased personnel costs.
- * To create the are for the CIRF would require \$5 ½ M to modify an existing building.
- * Snow removal is done by the airport authority.
- * The base has an A-10 simulator that other units use.

COMMUNITY CONCERNS RAISED: Did not meet with community.

REQUESTS FOR STAFF AS A RESULT OF VISIT:

- * It was reported that the economic locality area changed in 2005 nationwide. Which standard does the COBRA use? 2004 or 2005?

- * Staff from the National Guard Bureau (NGB) were to come to the base in late June to get the real costs of doing this proposal. Did they estimate the costs correctly the first time?
- * Need to check the Force Tabs for the numbers of A-10 aircraft in the fleet over the upcoming years.
- * Bradley would like to do "City Basing." Ask NGB what is the latest on this proposal.

CONNECTICUT

Prior Closures¹

CONNECTICUT

1988 Family Housing Ansonia 04	CLOSED
1988 Family Housing East Windsor 08	CLOSED
1988 Family Housing Fairfield 65	CLOSED
1988 Family Housing Manchester 25	CLOSED
1988 Family Housing Middletown 48	CLOSED
1988 Family Housing Milford 17	CLOSED
1988 Family Housing New Britain 74	CLOSED
1988 Family Housing Orange 15	CLOSED
1988 Family Housing Plainville 67	CLOSED
1988 Family Housing Portland 36	CLOSED
1988 Family Housing Westport 73	CLOSED
1988 Family Housing Shelton 74	CLOSED
1991 Naval Underwater Systems Center Detachment New London	REALIGN
1995 Stratford Army Engine Plant	CLOSURE

¹ 1995 Commission Report

MASSACHUSETTS

Table of Contents

- A. STATE AGENDA
- B. INSTALLATION CONTENTS- OTIS
 - Base Summary Sheet
 - DoD Recommendation
 - Commission Base Visit
- C. STATE CLOSURE INFORMATION

REGIONAL HEARING
BOSTON, MASSACHUSETTS

JULY 6, 2005 8:30AM

Boston Convention Center and Exhibition Center

MASSACHUSETTS PRESENTATION (60 min)

11:35am

1 min DFO swears in witnesses

7 min Senator Kennedy

7 min Governor Romney

Otis Air Force Base

5 min Congressman Delahunt

29 min Otis main presentation
TBD

7 min Senator Kerry

Boston Planning Yard

5 min Congressman Lynch

10 min Q&A from Commissioners

12:45pm

30 min Lunch (In hold room)

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

BASE SUMMARY SHEET

Otis Air National Guard Base, MA

INSTALLATION MISSION

Otis ANGB is the home to the 102nd Fighter Wing and the 253d Combat Communications Group. The fighter wing's mission is to provide a ready, fully capable fighter force prepared to employ wherever needed. The wing is equipped with the F-15 Eagle. The 102nd's aircraft and crews are on continuous 24-hour, 365-day alert to protect the Northeast United States from armed attack from another sovereign nation, terrorist activities, illegal activities, smuggling, illicit drug activity and illegal immigration. The wing is also an integral part of an Expeditionary Aerospace Force and immediately deployable to support U.S. Air Force requirements anywhere in the world.

DoD RECOMMENDATION

- Close Otis ANGB, MA. The 102d Fighter Wing's F-15s will be distributed to the 125th Fighter Wing, Jacksonville International Airport Air Guard Station, FL (three aircraft), and 177th Fighter Wing, Atlantic City International Airport Air Guard Station, NJ (12 aircraft).
- The 253d Combat Communications Group and 267th Communications Squadron will remain in place at Otis, with 104th Fighter Wing at Barnes providing administrative support as the parent wing.
- An air sovereignty alert (ASA) facility will be constructed at Bradley International Airport Air Guard Station, CT.
- Firefighter positions from Otis will move to Barnes Municipal Airport Air Guard Station, MA.

DoD JUSTIFICATION

- The Air Force distributed reserve component F-15C force structure to bases with higher military value than Otis ANGB.
- The Atlantic City bound aircraft will provide expanded capability for the Homeland Defense mission.

COST CONSIDERATIONS DEVELOPED BY DoD

- One-Time Costs: \$ 103 million
- Net Savings (Cost) during Implementation: \$ 12 million
- Annual Recurring Savings: \$ 34 million
- Return on Investment Year: 2009 (3)
- Net Present Value over 20 Years: \$ 336 million

MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)

	<u>Military</u>	<u>Civilian</u>	<u>Students</u>
Baseline	(62)	(443)	0
Reductions	(62)	(443)	0
Realignments			
Total	(62)	(443)	0

MANPOWER IMPLICATIONS OF ALL RECOMMENDATIONS AFFECTING THIS INSTALLATION (INCLUDES ON-BASE CONTRACTORS AND STUDENTS)

	Out		In		Net Gain (Loss)	
	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>
This Recommendation	(62)	(443)	0	0	(62)	(443)
Other Recommendation(s)			0	0		
Total	(62)	(443)	0	0	(62)	(443)

ENVIRONMENTAL CONSIDERATIONS

- Operation of Otis ANGB has impacted Cape Cod groundwater resources. EPA has designated the Cape Cod aquifer underlying the Massachusetts Military Reservation (where Otis ANGB resides) as a Sole Source Aquifer under the Safe Drinking Water Act. The drinking water of 36,000 people is potentially threatened.
- As a result of evidence of contamination, EPA in January 2000 ordered the National Guard to begin the process for the removal of unexploded ordnance from the base and to clean up contaminated groundwater and soils. The order was the first of its kind in the country.
- It is estimated that over \$400 million has been spent to date on investigation and cleanup. The estimated total cost to complete the cleanup project is \$850 million. These costs include operation of all groundwater cleanup systems for 10 to 30 years. There are currently 12 groundwater cleanup systems operating on eight plumes, extracting and cleaning over 12 million gallons a day of contaminated water from both on and off the Massachusetts Military Reservation. Five more groundwater cleanup systems are to be built during the next four years. Some systems are expected to operate for less than ten years, but several will need to be operated for 25-30 years in order to restore the groundwater aquifer.

REPRESENTATION

Governor: Governor Mitt Romney (R)
Senators: Edward Kennedy (D); John Kerry (D)
Representative: William Delahunt (D)

ECONOMIC IMPACT

- Potential Employment Loss: 827 jobs (505 direct and 322 indirect)

- MSA Job Base: 137, 500 jobs
- Percentage: 0.6 percent decrease

MILITARY ISSUES

- Capital improvements at Massachusetts Military Reservation/Otis may have been delayed awaiting a finalization of the environmental impact statement.
- Degree to which Otis ANGB's homeland defense mission and local emergency response requirements were considered in the decision to close Otis ANGB.
- Otis' military value scored particularly low in the "current/future mission" category which includes ATC restrictions, weather, proximity to airspace/ranges, etc. Otis was ranked #88 among active and reserve Air Force bases.
- The Air Force estimated that it would have cost \$500,000 to increase the number of aircraft based at Otis from 15 to 24 aircraft.
- Atlantic City AGS, NJ which will receive the majority of Otis' F-15's, currently bases F-16's.

COMMUNITY CONCERNS/ISSUES

- State officials have expressed concern on the impact of Otis' closure on the State's homeland defense mission and local emergency response (loss of aircraft), as only 4 fighter aircraft will be within 175-mile radius of Boston (Hartford, CT).
- Concerns were also expressed on the economic impact on the local community.

ITEMS OF SPECIAL EMPHASIS

- Impact on Air National Guard recruiting and retention.
- Degree to which homeland defense/emergency response plans were factored into recommendation to close Otis ANGB.
- Potential costs passed on to other Massachusetts Military Reservation tenants, coast Guard, Army National Guard.
- Existing environmental issues at Otis ANGB and potential effects of closing Otis ANGB.

Craig Hall/Air Force/May 23, 2005

**OTIS AIR NATIONAL GUARD BASE, MA, LAMBERT ST. LOUIS INTERNATIONAL AIRPORT AIR GUARD STATION, MO, AND
ATLANTIC CITY AIR GUARD STATION, NJ**

Air Force - 25

OTIS AIR NATIONAL GUARD BASE, MA

CLOSE

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
(62)	(443)	0	0	(62)	(443)	0	(505)

LAMBERT ST. LOUIS INTERNATIONAL AIRPORT AIR GUARD STATION, MO

REALIGN

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
(34)	(215)	0	0	(34)	(215)	0	(249)

ATLANTIC CITY AIR GUARD STATION, NJ

REALIGN

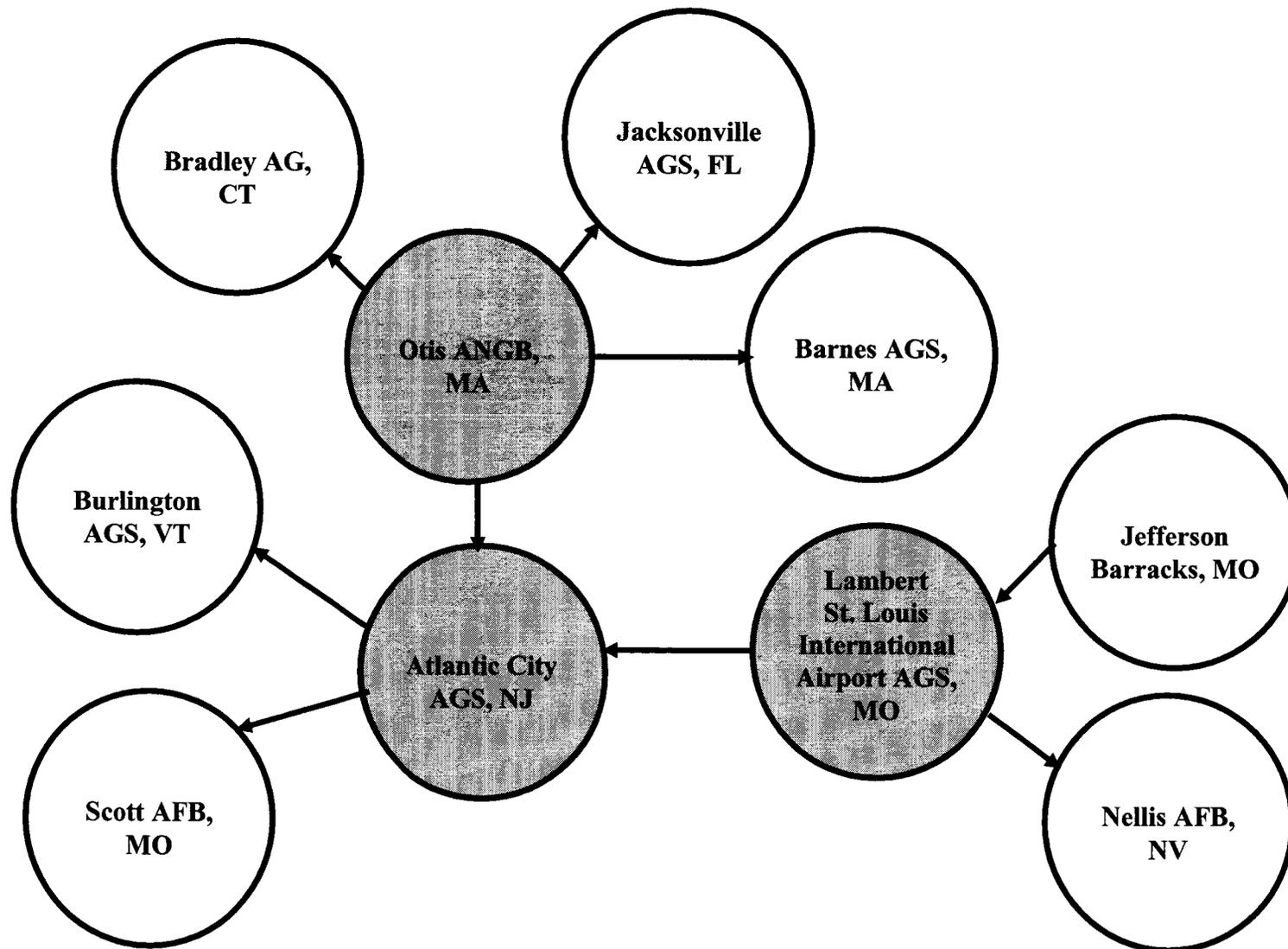
Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
(3)	(53)	43	220	40	167	0	207

Recommendation: Close Otis ANGB, MA. The 102d Fighter Wing's F-15s will be distributed to the 125th Fighter Wing, Jacksonville International Airport Air Guard Station, FL (three aircraft), and 177th Fighter Wing, Atlantic City International Airport Air Guard Station, NJ (12 aircraft). The 253d Combat Communications Group, and 267th Communications Squadron will remain in place at Otis, with 104th Fighter Wing at Barnes providing administrative support as the parent wing. An air sovereignty alert (ASA) facility will be constructed at Bradley International Airport Air Guard Station, CT. Firefighter positions from Otis will move to Barnes Municipal Airport Air Guard Station, MA.

Recommendation: Realign Lambert-St. Louis International Airport Air Guard Station, St. Louis, MO. The 131st Fighter Wing's F-15s (15 aircraft) will distribute to the 57th Fighter Wing, Nellis Air Force Base, NV (nine aircraft), and 177th Fighter Wing, Atlantic City International Airport Air Guard Station, NJ (six aircraft).

Recommendation: Realign Atlantic City International Airport Air Guard Station, NJ. The 177th Fighter Wing's F-16s will be distributed to the 158th Fighter Wing, Burlington International Airport Air Guard Station, VT (three aircraft), and retire (12 aircraft). The wing's expeditionary combat support (ECS) elements will remain in place. Firefighter positions move to Scott Air Force Base, IL. The 157 Air Operations Group (AOG) and the 218th Engineering Installation Group (EIG) will relocate from Jefferson Barracks geographically separated unit (GSU) into space at Lambert International. Jefferson Barracks real property accountability will transfer to the Army.

OTIS AIR NATIONAL GUARD BASE, MA, LAMBERT ST. LOUIS INTERNATIONAL AIRPORT AIR GUARD STATION, MO, AND
ATLANTIC CITY AIR GUARD STATION, NJ



BASE VISIT REPORT

OTIS ANGB, MA

May 31, 2005

LEAD COMMISSIONER: Chairman Anthony Principi

ACCOMPANYING COMMISSIONER: Commissioners Newton, Bilbray, and Coyle

COMMISSION STAFF: Charles Battiglia, David Hague, Craig Hall, Brad McRee

LIST OF ATTENDEES: (see attached) (two meetings: one a meeting with community representatives, another with base personnel)

BASE'S PRESENT MISSION: Air Defense of the Northeast

SECRETARY OF DEFENSE RECOMMENDATION:

- Close Otis ANGB, MA. The 102d Fighter Wing's F-15s will be distributed to the 125th Fighter Wing, Jacksonville International Airport Air Guard Station, FL (three aircraft), and 177th Fighter Wing, Atlantic City International Airport Air Guard Station, NJ (12 aircraft).
- The 253d Combat Communications Group and 267th Communications Squadron will remain in place at Otis, with 104th Fighter Wing at Barnes providing administrative support as the parent wing.
- An air sovereignty alert (ASA) facility will be constructed at Bradley International Airport Air Guard Station, CT.
- Firefighter positions from Otis will move to Barnes Municipal Airport Air Guard Station, MA.

SECRETARY OF DEFENSE JUSTIFICATION:

- The Air Force distributed reserve component F-15C force structure to bases with higher military value than Otis ANGB.
- The Atlantic City bound aircraft will provide expanded capability for the Homeland Defense mission.

MAIN FACILITIES REVIEWED: Entire base overview to include:

- Flight operations and support
- Air Sovereignty Alert (ASA)
- Environmental remediation
- Family Housing
- Administrative

KEY ISSUES IDENTIFIED

- **Military Value of Otis ANGB.** Aircraft based at Otis predominantly use airspace W105 (owned by Navy) which is over water and supersonic. According to Wing officials this range/airspace has high military value. Given Otis' low military value score by the USAF, Otis may not have given credit for this range. A small number of questions in the data call were not answered locally, but were answered by at the HQ or MAJCOM level.
- **Relocation and Degradation of ASA.** The AF recommendation is to create another ASA at Bradley IAP in Hartford, CT. The Otis officials expressed concern about this proposal with respect to the safety of aircraft with forward firing munitions at a commercial field, munitions storage, air traffic restrictions, supersonic restrictions, location, time to respond, etc. Furthermore they say there is no surge capability, or defense in depth with only two or three aircraft there.
- **Costs to other tenants of MMR.** Otis provides and maintains a large part of the infrastructure, e.g. airfield ops, utilities, communications, at MMR that is used by other tenants, e.g. Army National Guard, USCG, ANG communications unit, and active duty warning station. The resulting cost impacts on other federal tenants may not have been taken into account in determining the cost/savings for closing Otis.
- **Recruiting and Retention.** Disbanding the 102nd FW will result in an associated loss of skilled pilots and maintainers. Ability and cost to reconstitute a F-15 squadron in Atlantic City (which current bases an F-16 unit) is also an issue.

INSTALLATION CONCERNS RAISED

- Aircraft based at Otis predominantly use airspace W105 (owned by Navy) which is over water and supersonic. Access to this airspace is within 6 minutes from Otis and is not encumbered by commercial air traffic or supersonic flight restrictions. The range itself is available for use 24/7, and is not congested/over utilized and usually available for use. Given Otis' low military value score by the USAF, Otis may not have given credit for this range. A small number of questions in the data call were not answered locally, but were answered by at the HQ or MAJCOM level.
- Otis is home to the sole dedicated ASA in Northeast US which covers NCR to Canadian border. NE is "target rich" from a HLLD perspective with abundant air traffic entering the US and nuclear facilities. The AF recommendation is to create another ASA at Bradley IAP in Hartford, CT. There are some potential decreases to the military value of basing at ASA at Bradley, e.g. munitions storage, air traffic restrictions, supersonic restrictions, time to respond, etc.

- Otis operates a large part of the infrastructure, e.g. airfield ops, utilities, communications, at MMR that is used by other tenants, e.g. Army National Guard, USCG, ANG communications unit, and the active duty 6th Space Warning Squadron. These other tenants will have to provide services themselves or thru some other way. It is unknown whether the Army or USCG will choose to stay at MMR and whether they will be able to operate the airfield. This will increase their cost of residing on MMR. This may not have been taken into account in determining the cost/savings for closing Otis. Otis officials estimated these costs to be about \$21M.
- There are some synergies between Otis and Hanscom lab that would be lost if Otis closes
- Officials made 2 alternate proposals to the AF recommendation of closing Otis: (1) increasing the number of aircraft based at Otis to 22 PAA, and (2) creating an F-22 training base.
- Otis could be used as a training base for the F-22 based at Langley AFB, VA. There is no civilian air traffic at Otis because it is wholly owned by the government. According to the community, Otis offers access to over 10,000 of supersonic over water airspace that is less congested to that in close proximity to Langley.
- MMR has excess capacity (e.g. ramp, hangar, munitions storage, mil housing) and is suitable for expansion – increase aircraft based to 24 PAA. The cost to increase PAA is minimal, if not zero. It also has much joint training opportunities with other Services' and local government units that are based or train at MMR.
- A feasibility study was completed on using MMR as a regional HLD training center in March 2004.
- Otis also operates 559 family housing units. Some tenants work else where in the area. This housing area helps offer a cost-effective alternative to many families.
- The USCG bases 4 helicopters and 4 fixed wing aircraft at MMR, and relies on Otis to operate the airfield. Other USCG units occasionally port ships at MMR, but none are permanently based.
- Otis has a lease extension to 2051. 1100 acres are owned in fee. MMR leases 22,000 acres in all.
- Otis is an alternate landing site for the space shuttle.
- Otis is secure – with three levels of force protection.

COMMUNITY CONCERNS RAISED:

- ANG covers all overhead at MMR—there will be a financial impact to other units at MMR. The USCG unit may have to relocate to another installation that does not have the military value or the strategic location of MMR. USCG does not have the financial resources to stay at MMR--too costly to continue to operate at MMR. USCG units do not usually operate that way, McClellan, CA may be only exception and that is not going well. The next closest Coast Guard location is Elizabeth City, NC.
- MMR/Otis has capacity to base additional aircraft.
- Community does not have full access to the facts regarding the recommendation to close Otis including why the mil value of Otis was rated so low. There appear to be “glitches”

in the analyses. There is concern over the data because of the sheer volume of it. Need to ensure there was fair consideration of the ranges and airspace used by Otis.

- Governors/States were not involved in the ANG BRAC recommendations.
- There are key HLD vulnerabilities in the NE, e.g. nuclear power plants, liquid natural gas, bridges, etc. ASA. Otis is key to protecting these vulnerabilities. Establishing an ASA at Bradley IAP has limitations.
- Otis was key to 9/11 response—first aircraft in the air.
- Otis has outstanding relationship with the community.
- State made a \$2M commitment to create a HLD training facility at MMR. Currently train about 47,000 personnel a year.
- Otis is critical to regional water supply and waste treatment/management. The wastewater plant meets Class I standards. Closing Otis would “pull out the foundation” of all of this.
- Environmental Cleanup: Years ago when Otis was an active duty facility the groundwater was contaminated by pollution. Hundreds of millions of dollars have been spent so far and much more remains to be done. The community is satisfied that environmental remediation in place at Otis are effective. The community is concerned that closing Otis and possibly MMR will jeopardize this.
- Otis was on the BRAC list in 1993 and it was overturned.
- Otis firefighters also help put out brush fire on MMR and adjacent areas.

REQUESTS FOR STAFF AS A RESULT OF VISIT:

- Why was Otis mil value rated so low? Was it given credit for ranges/airspace, e..g W105?
- Implications of moving ASA to Bradley IAP in terms of cost, mil value, feasibility, etc. What milcon or other actions will be required at Bradley? What is the cost of these actions? Is relocating ASA consistent with NORTHCOM ASA plans?
- Were potential costs to USCG and Army taken into consideration?
- Were recruiting costs considered in the move of F-15 to AC, NJ?
- Read rationale of overturning recommendation to close Otis in 1993 BRAC.
- Is Otis destined to become an ECS site or not?

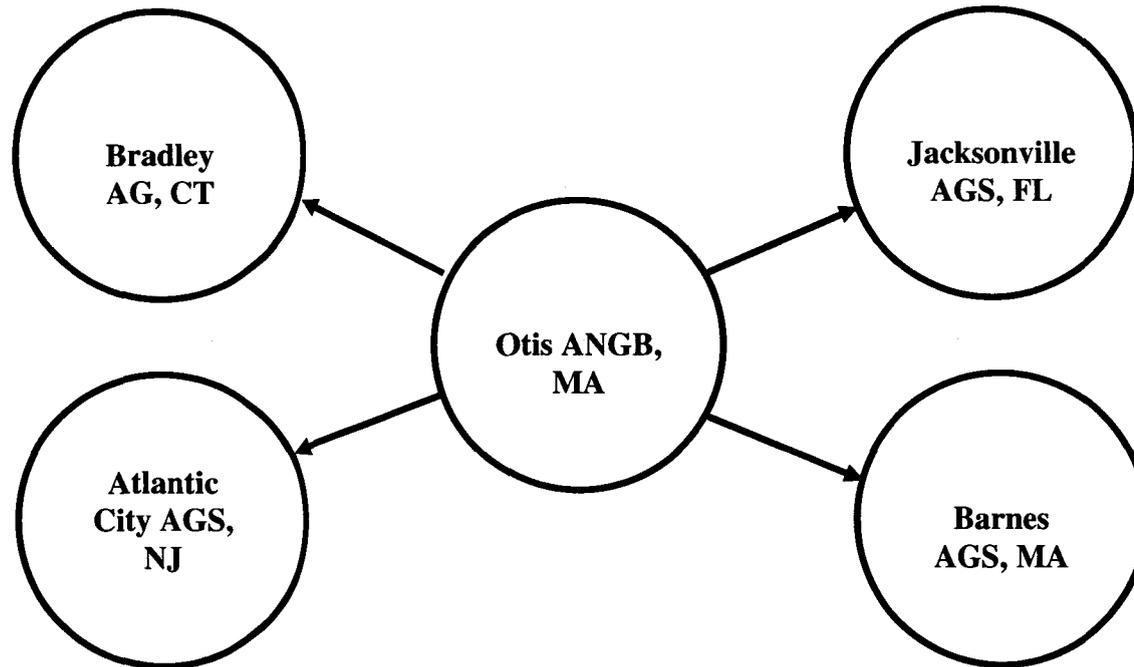
OTIS AIR NATIONAL GUARD BASE, MA

CLOSE

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
(62)	(443)	0	0	(62)	(443)	0	(505)

Otis Air National Guard Base, MA, Lambert St. Louis International Airport Air Guard Station, MO, and Atlantic City Air Guard Station, NJ

Recommendation: Close Otis ANGB, MA. The 102d Fighter Wing's F-15s will be distributed to the 125th Fighter Wing, Jacksonville International Airport Air Guard Station, FL (three aircraft), and 177th Fighter Wing, Atlantic City International Airport Air Guard Station, NJ (12 aircraft). The 253d Combat Communications Group, and 267th Communications Squadron will remain in place at Otis, with 104th Fighter Wing at Barnes providing administrative support as the parent wing. An air sovereignty alert (ASA) facility will be constructed at Bradley International Airport Air Guard Station, CT. Firefighter positions from Otis will move to Barnes Municipal Airport Air Guard Station, MA.



MASSACHUSETTS

Prior Closures¹

MASSACHUSETTS

1988 Family Housing Bedford 85	CLOSED
1988 Family Housing Beverly 15	CLOSED
1988 Family Housing Burlington 84	CLOSED
1988 Family Housing Hull 36	CLOSED
1988 Family Housing Nahant 17	CLOSED
1988 Family Housing Randolph 55	CLOSED
1988 Family Housing Swansea 29	CLOSED
1988 Family Housing Topsfield 05	CLOSED
1988 Family Housing Wakefield 03	CLOSED
1988 Fort Devens	REALIGN
1988 Army Materials Technology Laboratory, Watertown	CLOSED
1991 Army Materials Technology Laboratory, Watertown	REDIRECT
1991 Fort Devens	CLOSED
1991 Naval Undersea Warfare Engineering Station Keyport	REALIGN
1993 Naval Reserve Center Chicopee	CLOSED
1993 Naval Reserve Center New Bedford	CLOSED
1993 Naval Reserve Center Pittsfield	CLOSED
1993 Naval Reserve Center Quincy	CLOSED
1993 Navy/Marine Corps Reserve Center Lawrence	CLOSED
1995 Naval Air Station South Weymouth	CLOSED
1995 Hingham Cohasset	CLOSED
1995 Sudbury Training Annex	CLOSED

¹ 1995 Commission Report

NEW HAMPSHIRE

Table of Contents

A. STATE AGENDA

B. INSTALLATION CONTENTS- PORTSMOUTH

Base Summary Sheet
DoD Recommendation
Commission Base Visit

C. STATE CLOSURE INFORMATION

REGIONAL HEARING
BOSTON, MASSACHUSETTS

JULY 6, 2005 8:30AM

Boston Convention Center and Exhibition Center

NEW HAMPSHIRE PRESENTATION (120 min)

1:15pm

1 min DFO swears in witnesses

Portsmouth Naval Shipyard

3 min Opening Remarks
Senator Judd Gregg

10 min Case Summary
Senator Snowe

15 min Military Judgment - strategic
VADM Al Konetzni

15 min Military Judgment - industrial
RADM William Klemm

25 min Capacity and workload
Mr. Earl Donnell, *community representative*

2 min Labor/ Management Relationship
Mr. Paul O'Conner, *union representative*

2 min Workload
Congressman Tom Allen

9 min BRAC Process
Senator Sue Collins

5 min Corrected COBRA analysis for Scenario DoN-0133
Senator John Sununu

- 2 min Cost of reconstitution
 Congressman Jeb Bradley

- 5 min Environment
 Governor John Baldacci

- 5 min Economic Impact
 Governor John Lynch

- 5 min Closing Remarks
 Senator Judd Gregg

- 10 min Q&A from Commissioners

- 5 min Break

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

BASE SUMMARY SHEET

NAVAL SHIPYARD PORTSMOUTH

INSTALLATION MISSION

- The primary mission of the Portsmouth Naval Shipyard is keeping America's Navy #1 in the world by serving as a partner on the Navy maintenance team, providing the best value in industrial and engineering support for world-wide nuclear submarine maintenance and inter-service regional maintenance.

DOD RECOMMENDATION

- Close the Naval Shipyard Portsmouth, Kittery, ME. Relocate the ship depot repair function to Naval Shipyard Norfolk, VA, Naval Shipyard and Intermediate Maintenance Facility Pearl Harbor, HI and Naval Shipyard Puget Sound, WA. Relocate the Submarine Maintenance, Engineering, Planning and Procurement Command to Naval Shipyard Norfolk.

DOD JUSTIFICATION

- Retains one nuclear-capable shipyard on each coast, plus sufficient shipyard capacity to support forward deployed assets
- Four Naval Shipyards performing depot-level ship refueling, modernization, overhaul and repair work
- Sufficient excess capacity in the aggregate across the four shipyards to close either Naval Shipyard Pearl Harbor or Naval Shipyard Portsmouth
- Naval Shipyard Portsmouth was selected for closure because it is the only closure which could both eliminate excess capacity and satisfy retention of strategically-placed shipyard capability
- Planned force structure and force positioning adjustments reflected in the 20-year Force Structure Plan led to the selection of Naval Shipyard Portsmouth as the preferred closure candidate
- Additional savings anticipated from reduced unit costs at the receiving shipyards because of the higher volume of work
- Naval Shipyard Portsmouth had a low military value compared to operational homeports
- Naval Shipyard Portsmouth berthing capacity not required to support the Force Structure Plan

COST CONSIDERATIONS DEVELOPED BY DOD

- One-Time Costs: \$448.4 million
- Net Savings (Cost) during Implementation: \$21.4 million
- Annual Recurring Savings: \$128.6 million
- Return on Investment Year: 2009 (4 Years)
- Net Present Value over 20 Years: \$1262.4 million

MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)

Baseline	<u>Military</u>	<u>Civilian</u>	<u>Students</u>
Reductions	(201)	(4032)	0
Realignments			
Total	(201)	(4032)	0

MANPOWER IMPLICATIONS OF ALL RECOMMENDATIONS AFFECTING THIS INSTALLATION (INCLUDES ON-BASE CONTRACTORS AND STUDENTS)

	Out		In		Net Gain (Loss)	
	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>
This Recommendation	(201)	(4032)	0	0	(201)	(4510)
Other Recommendation(s)						
Total	(201)	(4032)	0	0	(201)	(4510)

ENVIRONMENTAL CONSIDERATIONS

- (Include pertinent items, e.g., on NPL list)

REPRESENTATION

Governor: *Governor John Baldacci (D)*
Senators: *Olympia Snowe (R), Susan Collins (R)*

Representative: *Thomas Allen (D)*

ECONOMIC IMPACT

- Potential Employment Loss: 9166 jobs (4510 direct and 4656 indirect)
- MSA Job Base: 331,665 jobs
- Percentage: 2.8 percent decrease
- Cumulative Economic Impact (Year-Year): ___ percent decrease

MILITARY ISSUES

- (Include pertinent items)

COMMUNITY CONCERNS/ISSUES

- Military value higher than NSY Pearl Harbor
- Portsmouth NSY most efficient Shipyard
- Cost estimate for environmental clean-up of Portsmouth NSY understated
-

ITEMS OF SPECIAL EMPHASIS

- (Include pertinent items)

C. W. Furlow/Navy/26 May 2005

Recommendation for Closure Naval Shipyard Portsmouth, Kittery, ME

Recommendation: Close the Naval Shipyard Portsmouth, Kittery, ME. Relocate the ship depot repair function to Naval Shipyard Norfolk, VA, Naval Shipyard and Intermediate Maintenance Facility Pearl Harbor, HI and Naval Shipyard Puget Sound, WA. Relocate the Submarine Maintenance, Engineering, Planning and Procurement Command to Naval Shipyard Norfolk.

Justification: This recommendation retains one nuclear-capable shipyard on each coast, plus sufficient shipyard capacity to support forward deployed assets. There are four Naval Shipyards performing depot-level ship refueling, modernization, overhaul and repair work. There is sufficient excess capacity in the aggregate across the four shipyards to close either Naval Shipyard Pearl Harbor or Naval Shipyard Portsmouth. There is insufficient excess capacity to close any other shipyard or combination of shipyards. Naval Shipyard Portsmouth was selected for closure, rather than Naval Shipyard Pearl Harbor, because it is the only closure which could both eliminate excess capacity and satisfy retention of strategically-placed shipyard capability. Planned force structure and force positioning adjustments reflected in the 20-year Force Structure Plan led to the selection of Naval Shipyard Portsmouth as the preferred closure candidate between the two sites. Additional savings, not included in the payback analysis, are anticipated from reduced unit costs at the receiving shipyards because of the higher volume of work.

Relocating the ship depot repair function and Submarine Maintenance, Engineering, Planning and Procurement Command removes the primary missions from Naval Shipyard Portsmouth and eliminates or moves the entirety of the workforce at Naval Shipyard Portsmouth except for those personnel associated with the base operations support function. Naval Shipyard Portsmouth had a low military value compared to operational homeports, and, its berthing capacity is not required to support the Force Structure Plan. Therefore, closure of Naval Shipyard Portsmouth is justified.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$448.4M. The net of all costs and savings to the Department during the implementation period is a savings of \$21.4M. Annual recurring savings to the Department after implementation are \$128.6M with a payback expected in four years. The net present value of the costs and savings to the Department over 20 years is a savings of \$1,262.4M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 9,166 jobs (4,510 direct jobs and 4,656 indirect jobs) over the 2006-2011 period in the Portland-South Portland-Biddeford, ME, Metropolitan Statistical Area, which is 2.8 percent of the 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 Shipyard Norfolk, VA, is in Maintenance for Ozone (1-Hour) and Marginal Non-attainment for Ozone (8-Hour). An Air Conformity Determination is required. There are potential impacts for cultural, archeological or tribal resources; waste management; and water resources. Naval Station Bremerton, WA, is in Attainment. There are potential impacts for cultural, archeological or tribal resources; waste management; and wetlands. Naval Station Pearl Harbor, HI, is in Attainment. No impacts are anticipated for the environmental resource areas of dredging; land use constraints or sensitive resources; marine mammals, resources, or sanctuaries; noise; or threatened and endangered species. This recommendation indicates impacts of costs at the installations involved, which reported \$4.9M in costs for waste management and environmental compliance. These costs were included in the payback calculation. Naval Shipyard Portsmouth, the closing installation, reports \$47.1M in costs for environmental restoration. Because the Department has a legal obligation to perform environmental restoration regardless of whether an installation is closed, realigned, or remains open, this cost is not included in the payback calculation. The 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.

BASE VISIT REPORT

PORTSMOUTH NAVAL SHIPYARD

1 JUNE 2005

LEAD COMMISSIONER: Chairman Anthony J. Principi

ACCOMPANYING COMMISSIONER: Commissioner James H. Bilbray, Commissioner Philip Coyle and Commissioner Lloyd W. Newton

COMMISSION STAFF: Executive Director Charles Battaglia, General Counsel David Hague, USN/USMC Team Lead Jim Hanna, Lead Analyst C. W. Furlow, Senior Analyst George Delgado, Senior Analyst Brian McDaniel, Communications Deputy Robert McCreary and Communications Advance Representative Christina Estrada

LIST OF ATTENDEES:

Union Presidents	
Paul O'Connor	Federal Employees Metal Trades Council
Terry Eleftherion	International Federation of Professional and Technical Engineers
Arvard Worster	American Federation of Government Employees
Donald Shaw	International Association of Fire Fighters
Association Presidents	
John Bond	Naval Civilian Managers Association
Lawrence Sands	National Association of Superintendents
Earl Donnell	Shipyards Superintendent's Association
Steven Boisvert	Federal Managers Association
Shipyards	
CAPT Jonathan Iverson	Shipyards Commander
Nancy Peschel	Long Range Corporate Planning Manager
James Argue	Nuclear Engineering and Planning Manager
Guy Beaudoin	Radiological Controls Manager
Dennis Dubois	Occupational Safety, Health, and Environmental Director
John Tarpey	Quality Assurance Manager
John MacGinnis	Engineering and Planning Officer (Acting)
John Edic	Assistant Operations Planning Manager
Troy Kaichen	Nuclear Production Manager
James Culver	Deputy Comptroller
Richard Doig	Lifting and Handling Director
Patricia Riordan	Base Support Officer
Haven Wiggin	Production Resources Manager

Earl Donnell	Deputy Production Resources Officer
James Kautz	Human Resources Director
John Scibisz	Nuclear Business Manager
Thomas Marshall	Security Director
Governors	
John Baldacci	Governor of Maine
John Lynch	Governor of New Hampshire
Congressional	
Judd Gregg	Senator, New Hampshire
John Sununu	Senator, New Hampshire
Olympia Snowe	Senator, Maine
Susan Collins	Senator, Maine
Charles Bass	Congressman, New Hampshire
Jeb Bradley	Congressman, New Hampshire
Thomas Allen	Congressman, Maine
Michael Michaud	Congressman, Maine
CAPT Lester Moore	Chief Knowledge Officer (Commander Submarine Force)
Gordon Tanaka	Naval Reactors Representative (Portsmouth)
Richard Luke	Naval Sea Shipyard Representative (Portsmouth)

BASE'S PRESENT MISSION:

- The primary mission of the Portsmouth Naval Shipyard (PNSY) is keeping America's Navy #1 in the world by serving as a partner on the Navy maintenance team, providing the best value in industrial and engineering support for world-wide nuclear submarine maintenance and inter-service regional maintenance.

SECRETARY OF DEFENSE RECOMMENDATION:

- Close the Naval Shipyard Portsmouth, Kittery, ME
 - Relocate the ship depot repair function to Naval Shipyard Norfolk, VA, Naval Shipyard and Intermediate Maintenance Facility Pearl Harbor, HI and Naval Shipyard Puget Sound, WA
 - Relocate the Submarine Maintenance, Engineering, Planning and Procurement Command (SUBMEPP) to Naval Shipyard Norfolk.

SECRETARY OF DEFENSE JUSTIFICATION:

- Retains one nuclear-capable shipyard on each coast, plus sufficient shipyard capacity to support forward deployed assets
- Four Naval Shipyards performing depot-level ship refueling, modernization, overhaul and repair work

- Sufficient excess capacity in the aggregate across the four shipyards to close either Naval Shipyard Pearl Harbor or Naval Shipyard Portsmouth
- Naval Shipyard Portsmouth was selected for closure because it is the only closure which could both eliminate excess capacity and satisfy retention of strategically placed shipyard capability
- Planned force structure and force positioning adjustments reflected in the 20-year Force Structure Plan led to the selection of Naval Shipyard Portsmouth as the preferred closure candidate
- Additional savings anticipated from reduced unit costs at the receiving shipyards because of the higher volume of work
- Naval Shipyard Portsmouth had a low military value compared to operational homeports
- Naval Shipyard Portsmouth berthing capacity not required to support the Force Structure Plan

MAIN FACILITIES REVIEWED:

- A Command Overview Brief was presented by Ms Nancy Peschel, Manager for Long Range Corporate Planning at the PNSY Officer's Club during a working lunch
 - The Command Brief focused on the role of the PNSY, quality of life in the PNSY/Kittery, ME area, economic impact and people and culture
 - Chairman Principi asked about the total number of dry-docks available and their current usage – **Shipyard Subject Matter Experts (SME's) in the audience answered with five dry-docks at Pearl Harbor NSY, six (with only five useable) at Puget Sound NSY, four at Norfolk NSY and three at Portsmouth NSY (all of the dry-docks, except one are full)**
 - Commissioner Coyle asked whether or not the Command felt the number of personnel that would relocate as a result of this recommendation estimated to be 40% by DoD was accurate – **Briefer explained that PNSY personnel are made up of mostly New Englanders and are unlikely to move**
 - Commissioner Coyle asked if the Command had taken a survey to determine number of personnel that would consider relocating - **The briefer responded that the Shipyard did not, but that the SUBMEPP Tenant Command completed a survey of it's 213 Civilians and reported ~6% would be interested in relocating**

- Chairman Principi asked about the Shipyard/Labor Union relationship - **The briefer, Commanding Officer and Union Representatives in attendance all responded that the relationship is very good and that it took about a decade to get to the trust level currently realized**
- The Commissioners, Staff and elected officials were taken on a walking and bus tour around the shipyard and support facilities on the island
 - Toured the “Head In” Building and enclosed Dry-dock 2 area where the USS Jacksonville (SSN 699) was undergoing an Engineered Refueling Overhaul (ERO)
 - Toured the Submarine Ship Service 500kW Motor Generator Repair/Rewind Center, Machine Shop, Trident Shaft, Submarine Battery, Submarine Antenna, Submarine Transducer & Hydrophone and Submarine Bow Dome Refurbishment Areas
 - Received a windshield tour of the entire Base Complex
- The Commissioners, Staff and elected officials returned to the Officer’s Club for a second brief presented by Mr Earl Donnell, Shipyard Superintendent’s Association, on behalf of the civilian workforce and was not part of the Command brief
 - 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
 - A list of the Military Construction (MILCON) projects was provided to the Chairman
 - Commissioner Coyle asked if the DoD included some measure of excellence in its analysis and did the shipyard receive credit for their achieved efficiencies - **The briefer responded that, in his opinion, the shipyard did not receive credit for achieved efficiencies**
- Overall, the briefs and tour were well received by the Commissioners

KEY ISSUES IDENTIFIED:

- Military Value of PNSY underestimated
- Capacity to perform work without PNSY overestimated
- USN’s future maintenance workload underestimated
- Cost of closure inaccurately calculated
- Costs associated with moving PNSY workload inaccurate
- PNSY’s contribution to operational readiness disregarded

INSTALLATION CONCERNS RAISED:

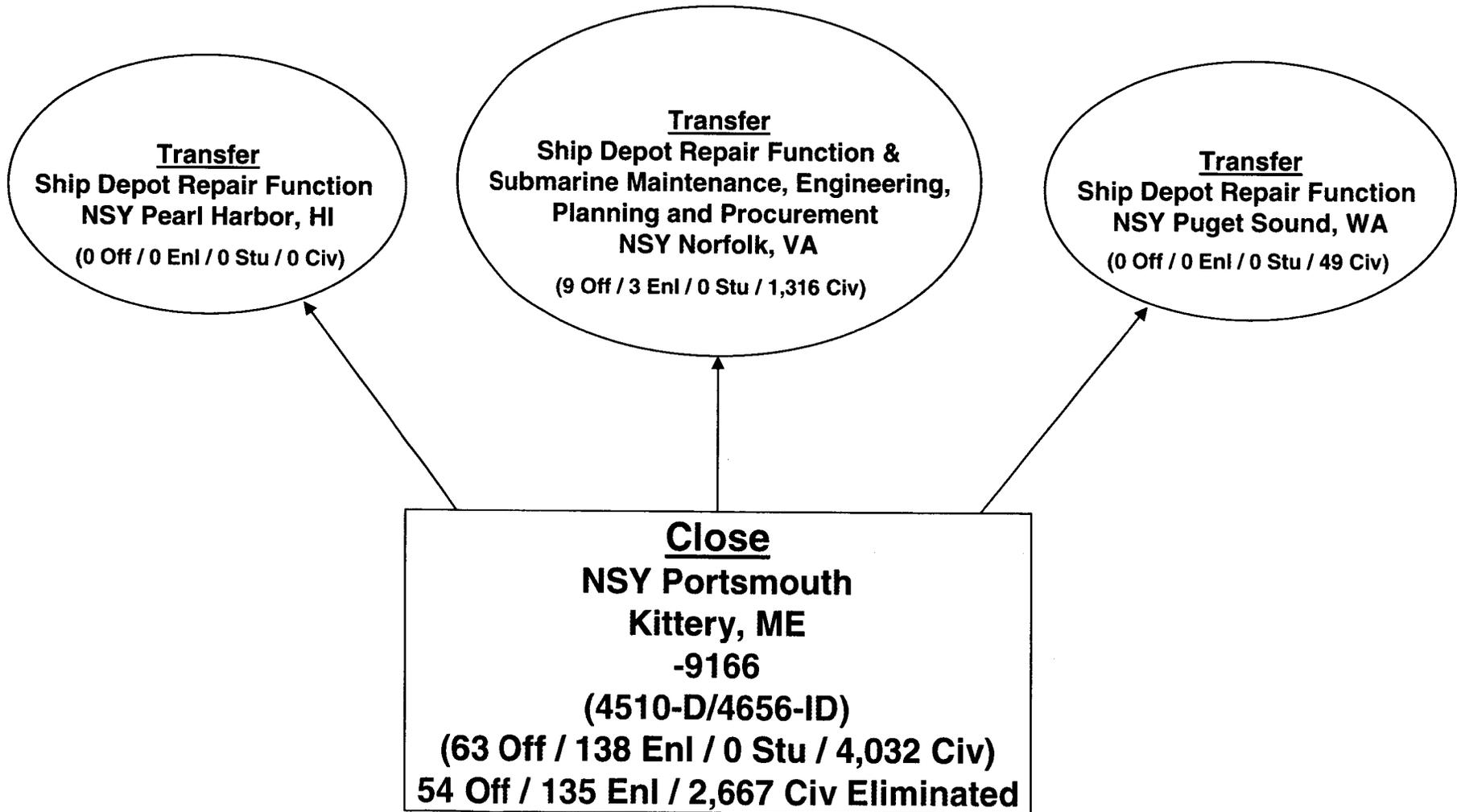
- PNSY workforce consists mostly of New Englanders and most will probably not relocate
- Training and certification for shipyard workers takes several years to accomplish
- Non DoD Reuse potential constrained by location of non-nuclear toxic waste site

COMMUNITY CONCERNS RAISED:

- A large crowd (estimated to be over 8,000 people) lined the street to the front gate wearing yellow "Save Our Shipyard" shirts and displaying various base support signs to greet the Commissioners as they were driven to the base

REQUESTS FOR STAFF AS A RESULT OF VISIT:

Recommendation for Closure Naval Shipyard Portsmouth, Kittery, ME



DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

BASE SUMMARY SHEET

PUGET SOUND NAVAL SHIPYARD AND INTERMEDIATE MAINTENANCE FACILITY DETACHMENT BOSTON

INSTALLATION MISSION

- The primary mission of the Puget Sound Naval Shipyard and Intermediate Maintenance Facility Detachment (PNSY & IMF Det) Boston is non-nuclear engineering and planning for Amphibious, Command and Special Warfare Ships and Service Craft for the Naval Sea Systems Command, Program Managers and Fleet Commanders in a responsive, cost effective manner with quality products and support.

DOD RECOMMENDATION

- Realign Puget Sound Naval Shipyard Detachment Boston, MA, by relocating the ship repair function to Puget Sound Naval Shipyard, WA
- Realign Naval Station Annapolis, MD, by relocating the Norfolk Naval Shipyard Detachment, Naval Sea Systems Command Plant Equipment Support Office ship repair function to Norfolk Naval Shipyard, VA
- Realign the Navy Philadelphia Business Center, PA, by relocating the Norfolk Naval Shipyard Detachment, Naval Sea Systems Command Shipbuilding Support Office ship repair function to Norfolk Naval Shipyard, VA

DOD JUSTIFICATION

- This recommendation supports mission elimination at Puget Sound Naval Shipyard Detachment Boston, MA, Norfolk Naval Shipyard Detachment, Naval Sea Systems Command Plant Equipment Support Office, Annapolis, MD, and Norfolk Naval Shipyard Detachment, Naval Sea Systems Command Shipbuilding Support Office, Philadelphia, PA, and reduces excess ship repair capacity. This relocation will create synergy among like functions at Puget Sound Naval Shipyard and Norfolk Naval Shipyard. Although this expected synergy is not captured in the payback calculations, experience has shown that it will produce additional long-term savings.

COST CONSIDERATIONS DEVELOPED BY DOD

- One-Time Costs: \$12.5 million
- Net Savings (Cost) during Implementation: \$0.9 million
- Annual Recurring Savings: \$2.3 million
- Return on Investment Year: 2009 (4 Years)
- Net Present Value over 20 Years: \$20.7 million

MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)

	<u>Military</u>	<u>Civilian</u>	<u>Students</u>
Baseline		108	
Reductions			
Realignments		(108)	
Total		(108)	

MANPOWER IMPLICATIONS OF ALL RECOMMENDATIONS AFFECTING THIS INSTALLATION (INCLUDES ON-BASE CONTRACTORS AND STUDENTS)

	Out		In		Net Gain (Loss)	
	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>
This Recommendation		(108)				(108)
Other Recommendation(s)						
Total		(108)				(108)

ENVIRONMENTAL CONSIDERATIONS

- (Include pertinent items, e.g., on NPL list)

REPRESENTATION

Governor:

Senators:

Representative:

ECONOMIC IMPACT

- Potential Employment Loss: ___ jobs (___ direct and ___ indirect)
- MSA Job Base: ___ jobs
- Percentage: ___ percent decrease
- Cumulative Economic Impact (Year-Year): ___ percent decrease

MILITARY ISSUES

- (Include pertinent items)

COMMUNITY CONCERNS/ISSUES

- (Include pertinent items. This will be your initial opportunity to document and start analysis on community concerns. This list will be refined as additional inputs are gained through the actual visit, regional hearings, and community visits to the Commission office. These community concerns/issues along with R&A staff identified issues will be the basis for the adds and final deliberation hearings. These issues will be validated or rejected after consultation with the appropriate experts.)

ITEMS OF SPECIAL EMPHASIS

- (Include pertinent items)

Analyst's Name/Team/Date

BASE VISIT REPORT

PUGET SOUND NAVAL SHIPYARD AND INTERMEDIATE MAINTENANCE FACILITY DETACHMENT BOSTON MA

26 MAY 2005

LEAD COMMISSIONER: None

ACCOMPANYING COMMISSIONER: None

COMMISSION STAFF: Lead Analyst C. W. Furlow

LIST OF ATTENDEES: PSNSY & IMF Det Director Milt Ryan

BASE'S PRESENT MISSION:

- Non-Nuclear Engineering and Planning - Providing a more disciplined approach to the Ship Alteration (SHIPALT) process

SECRETARY OF DEFENSE RECOMMENDATION:

- Realign Puget Sound Naval Shipyard Detachment Boston, MA, by relocating the ship repair function to Puget Sound Naval Shipyard, WA

SECRETARY OF DEFENSE JUSTIFICATION:

- This recommendation supports mission elimination at Puget Sound Naval Shipyard Detachment Boston, MA, Norfolk Naval Shipyard Detachment, Naval Sea Systems Command Plant Equipment Support Office, Annapolis, MD, and Norfolk Naval Shipyard Detachment, Naval Sea Systems Command Shipbuilding Support Office, Philadelphia, PA, and reduces excess ship repair capacity
- This relocation will create synergy among like functions at Puget Sound Naval Shipyard and Norfolk Naval Shipyard

MAIN FACILITIES REVIEWED:

Reviewed individual workspaces.

KEY ISSUES IDENTIFIED:

INSTALLATION CONCERNS RAISED:

- Only a small portion of the workforce will relocate
- Unique capabilities in modularity concepts, virtual plan file, Interactive Electronic Technical Manuals (IETMs) and high performance craft engineering will be lost
- Detachment listed as occupying lease space – building is owned by Army (verification required)

COMMUNITY CONCERNS RAISED:

- Due to the PSNSY & IMF Det Boston's successful Presidential A-76 Competition bid, the USN may be contractually bound to perform the work in the Boston area for five years (verification required)
- Recommendation may eliminate the cost effective and timely engineering efforts for Air Cushioned Craft and Amphibious and Coastal Patrol ships due to its low priority to other ship classes at Bremerton
- Synergy with private sector shipyards would be lost

REQUESTS FOR STAFF AS A RESULT OF VISIT: None

BASE VISIT REPORT

**PUGET SOUND NAVAL SHIPYARD AND INTERMEDIATE MAINTENANCE
FACILITY DETACHMENT BOSTON MA**

26 MAY 2005

LEAD COMMISSIONER: None

ACCOMPANYING COMMISSIONER: None

COMMISSION STAFF: Lead Analyst C. W. Furlow

LIST OF ATTENDEES: PSNSY & IMF Det Director Milt Ryan

BASE'S PRESENT MISSION:

- Non-Nuclear Engineering and Planning - Providing a more disciplined approach to the Ship Alteration (SHIPALT) process

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- This relocation will create synergy among like functions at Puget Sound Naval Shipyard and Norfolk Naval Shipyard

MAIN FACILITIES REVIEWED:

Reviewed individual workspaces.

KEY ISSUES IDENTIFIED:

INSTALLATION CONCERNS RAISED:

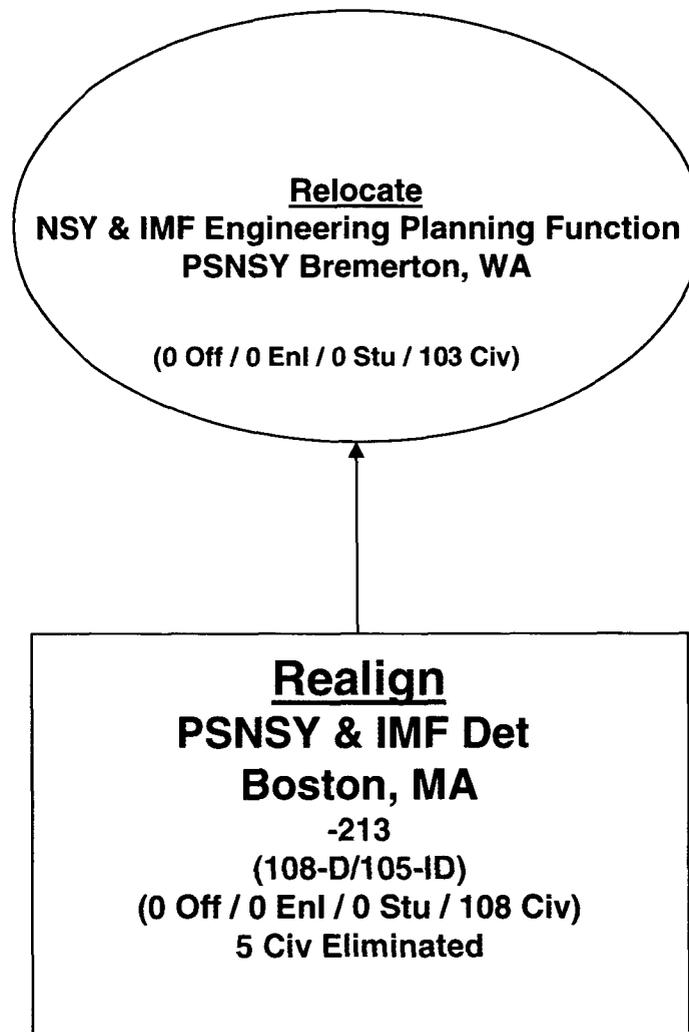
- Only a small portion of the workforce will relocate
- Unique capabilities in modularity concepts, virtual plan file, Interactive Electronic Technical Manuals (IETMs) and high performance craft engineering will be lost
- Detachment listed as occupying lease space – building is owned by Army (verification required)

COMMUNITY CONCERNS RAISED:

- Due to the PSNSY & IMF Det Boston's successful Presidential A-76 Competition bid, the USN may be contractually bound to perform the work in the Boston area for five years (verification required)
- Recommendation may eliminate the cost effective and timely engineering efforts for Air Cushioned Craft and Amphibious and Coastal Patrol ships due to its low priority to other ship classes at Bremerton
- Synergy with private sector shipyards would be lost

REQUESTS FOR STAFF AS A RESULT OF VISIT: None

Recommendation for Realignment Puget Sound Naval Shipyard and Intermediate Maintenance Facility Detachment, Boston, MA



NEW HAMPSHIRE

Prior Closures¹

NEW HAMPSHIRE

1988 Pease Air Force Base

CLOSED

1993 Submarine Maintenance, Engineering, Planning,
and Procurement Portsmouth

DISESTAB

¹ 1995 Commission Report

MAINE

Table of Contents

A. STATE AGENDA

B. INSTALLATION CONTENTS- BRUNSWICK

Base Summary Sheet
DoD Recommendation
Commission Base Visit

C. INSTALLATION CONTENTS- LIMESTONE

Base Summary Sheet
DoD Recommendation
Commission Base Visit

D. STATE CLOSURE INFORMATION

REGIONAL HEARING
BOSTON, MASSACHUSETTS

JULY 6, 2005 8:30AM

Boston Convention Center and Exhibition Center

MAINE PRESENTATION (120 min)

3:30pm

1 min DFO swears in witnesses

Naval Air Station Brunswick

7 min Opening Statement and Case Overview
Senator Snowe

5 min Military judgments and operational issues
RADM Harry Rich

15 min Military Value
Senator Collins

17 min Cost and cost savings
Senator Snowe

5 min Economic Impact
Congressman Allen

2 min Closing Arguments
Senator Snowe

10 min Q&A from Commissioners

DFAS -Limestone

- 10 min Military value and Case overview
 Senator Snowe
- 10 min Cost/Benefit Analysis
 Senator Susan Collins
- 10 min Limestone as a center of excellence
 Congressman Michael Michaud
- 3 min Local Ability to Respond to Growth Plans
 Mr. Carl Flora, DFAS Committee representative
- 2 min Closing Statement on DFAS
 Senator Snowe
- 15 min Economic Impact
 Governor John Baldacci
 I. Aroostook County
 II. State of Maine
- 10 min Q&A from Commissioners
- 2 min Closing Statement, Commissioner Newton (Acting Chairman for
 hearing)
- 5 min Break for Commissioners

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

BASE SUMMARY SHEET

NAVAL AIR STATION BRUNSWICK, ME

INSTALLATION MISSION

- To operate DOD's primary military air station in the northeast region of the United States in support of the operational forces of the U.S. and its allies.

DOD RECOMMENDATION

- Realign Naval Air Station Brunswick, ME to a Naval Air Facility
- Relocate aircraft along with dedicated personnel, equipment and support to Naval Air Station Jacksonville, FL.
- Consolidate Aviation Intermediate Maintenance with Fleet Readiness Center Southeast Jacksonville, FL.

DOD JUSTIFICATION

- The realignment of Naval Air Station Brunswick will reduce operating costs while single siting the East Coast Maritime Patrol community at Naval Air Station Jacksonville. This recommendation retains an operational airfield in the northeast that can be used to support the homeland defense mission, as needed, and maintains strategic flexibility. The Fleet Readiness Center portion of this recommendation realigns and merges depot and intermediate maintenance activities. It supports both DOD and Naval transformation goals by reducing the number of maintenance levels and streamlining the way maintenance is accomplished with associated significant cost reductions.

COST CONSIDERATIONS DEVELOPED BY DOD

- | | |
|---|----------------------|
| • One-Time Costs: | \$147.2 million |
| • Net Savings (Cost) during Implementation: | \$112.6 million |
| • Annual Recurring Savings: | \$34.9 million |
| • Return on Investment Year: | Calendar Year (Four) |
| • Net Present Value over 20 Years: | \$238.8 million |

MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)

	<u>Military</u>	<u>Civilian</u>
Baseline	4410	817
Reductions		
Realignments	(2317)	(61)
Total	(2317)	(61)

ENVIRONMENTAL CONSIDERATIONS

Naval Air Station Jacksonville, FL, is in Maintenance for Ozone (1-Hour) and no Air Conformity Determination is required. This recommendation has no impact on air quality; cultural, archeological, or tribal resources; dredging; land use constraints or sensitive resource areas; marine mammals, resources or sanctuaries; noise; threatened and endangered species or critical habitat; or water resources; or wetlands. This recommendation indicates impacts of costs at the installations involved, which reported \$0.2M in costs for waste management and environmental compliance. These costs were included in the payback calculation. This recommendation does not otherwise impact the cost of environmental restoration, waste management, or environmental compliance activities. The 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.

REPRESENTATION

- Governor: The Honorable John Baldacci (D)
- Senators: The Honorable Olympia Snowe (R)
The Honorable Susan Collins (R)
- Representative: The Honorable Thomas Allen (D)

ECONOMIC IMPACT

- Potential Employment Loss: 4,266 jobs (2,420 direct and 1,846 indirect)
- MSA Job Base: 331,655 jobs
- Percentage: 1.3 percent decrease

MILITARY ISSUES

- Realign aircraft along with dedicated personnel, equipment, and support to Naval Station Jacksonville, FL
- Consolidate the Aviation Intermediate Maintenance with Fleet Readiness Center Southeast Jacksonville, FL
- Realign Naval Air Station into a naval Air Facility

COMMUNITY CONCERNS/ISSUES

- Economic impact of station realignment

ITEMS OF SPECIAL EMPHASIS

- Strategic Military Value

Recommendation for Realignment Naval Air Station Brunswick, ME

Recommendation: Realign Naval Air Station Brunswick, ME to a Naval Air Facility and relocate its aircraft along with dedicated personnel, equipment and support to Naval Air Station Jacksonville, FL. Consolidate Aviation Intermediate Maintenance with Fleet Readiness Center Southeast Jacksonville, FL.

Justification: The realignment of Naval Air Station Brunswick will reduce operating costs while single siting the East Coast Maritime Patrol community at Naval Air Station Jacksonville. This recommendation retains an operational airfield in the northeast that can be used to support the homeland defense mission, as needed, and maintains strategic flexibility. The Fleet Readiness Center portion of this recommendation realigns and merges depot and intermediate maintenance activities. It supports both DoD and Naval transformation goals by reducing the number of maintenance levels and streamlining the way maintenance is accomplished with associated significant cost reductions.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$147.2M. The net of all costs and savings to the Department during the implementation period is a cost of \$112.6M. Annual recurring savings to the Department after implementation are \$34.9M with a payback expected in four years. The net present value of the costs and savings to the Department over 20 years is a savings of \$238.8M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 4,266 jobs (2,420 direct jobs and 1,846 indirect jobs) over the 2006-2011 period in the Portland-South Portland-Biddeford ME Metropolitan Statistical Area, which is 1.3 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 Air Station Jacksonville, FL, is in Maintenance for Ozone (1-Hour) and no Air Conformity Determination is required. This recommendation has no impact on air quality; cultural, archeological, or tribal resources; dredging; land use constraints or sensitive resource areas; marine mammals, resources or sanctuaries; noise; threatened and endangered species or critical habitat; or water resources; or wetlands. This recommendation indicates impacts of costs at the installations involved, which reported \$0.2M in costs for waste management and environmental compliance. These costs were included in the payback calculation. This recommendation does not otherwise impact the cost of environmental restoration, waste management, or environmental compliance activities. The 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.

DRAFT Internal Working Document – Not for distribution under FOIA

BASE VISIT REPORT

Naval Air Station Brunswick

2 June 2005

LEAD COMMISSIONER: Chairman Anthony Principi

COMMISSIONERS: The Honorable James Bilbray, The Honorable Philip Coyle and General Lloyd Newton

COMMISSION STAFF: Jim Hanna, Navy/Marine Corps Team Leader, Hal Tickle, Senior Navy/Marine Corps Lead Analyst and Michael Kessler, Associate Navy/Marine Corps Analyst.

LIST OF ATTENDEES:

Captain Hewitt – Commander Patrol and Reconnaissance Wing FIVE
Captain Winneg – Commanding Officer, Naval Air Station Brunswick
Captain LaBeouf – Commanding Officer, Naval Air Reserve

Senator Snowe
Senator Collins
Governor Baldacci
Congressman Allen
Congressman Michaud
Major General Libby (TAG)

CPRW FIVE MISSION:

- Our mission is to ensure that patrol squadrons are trained, equipped, and resourced to achieve the required levels of operational readiness necessary to meet ever Changing theater commander requirements.
- Major tenants are: CPRW FIVE, VP-8, VP-10, VP-26 (Active P-3s), VPU-1 (Special Projects P-3s), VP-92 (Reserve P-3s) and VR-62 (Reserve C-130s)

NAVAL AIR STATION BRUNSWICK MISSION:

- To operate DoD's primary military air station in the northeast region of the United States in support of the operational forces of the U.S. and its allies.
- Major tenants are: CPRW FIVE, VP-8, VP-10, VP-26 (Active P-3s), VPU-1 (Special Projects P-3s), VP-92 (Reserve P-3s) and VR-62 (Reserve C-130s), AIMD, FASO and Air Reserve Center.

SECRETARY OF DEFENSE RECOMMENDATION:

DRAFT Internal Working Document – Not for distribution under FOIA

- Realign Naval Air Station Brunswick, ME to a Naval Air Facility and relocate its aircraft along with dedicated personnel, equipment and support to Naval Air Station Jacksonville, FL. Consolidate Aviation Intermediate Maintenance with Fleet Readiness Center Southeast Jacksonville, FL.

SECRETARY OF DEFENSE JUSTIFICATION The realignment of Naval Air Station Brunswick will reduce operating costs while

- The realignment of Naval Air Station Brunswick will reduce operating costs while single siting the East Coast Maritime Patrol community at Naval Air Station Jacksonville. This recommendation retains an operational airfield in the northeast that can be used to support the homeland defense mission, as needed, and maintains strategic flexibility. The Fleet Readiness Center portion of this recommendation realigns and merges depot and intermediate maintenance activities. It supports both DoD and Naval transformation goals by reducing the number of maintenance levels and streamlining the way maintenance is accomplished with associated significant cost reductions.

MAIN FACILITIES REVIEWED:

- NAS Brunswick facilities
- CPRW FIVE
- AIMD

KEY ISSUES IDENTIFIED

- Strategic location
- Existing facilities, airspace and expansion capability to support MMA
- Commissioner Bilbray: concerned that this the only remaining active Naval Air Station in New England.
- Commissioner Newton: concerned about the total loss of military in the Northeast. There will be little connection of the military to/with the community in this part of the Nation.

INSTALLATION CONCERNS RAISED

- Degradation of training, mission effectiveness and Sailor quality of life associated with the realignment

COMMUNITY CONCERNS RAISED:

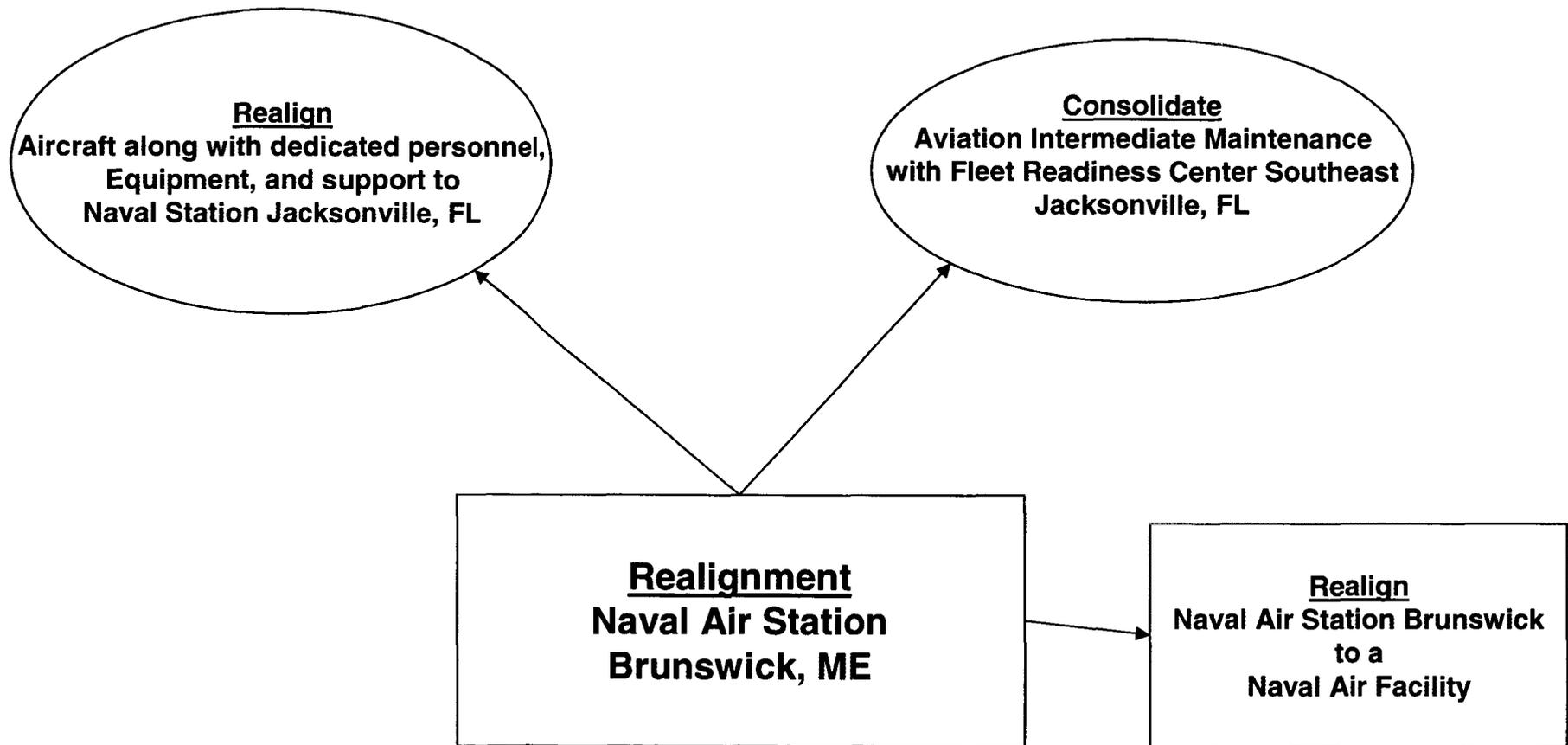
- Military value of NAS Brunswick underestimated
- Realignment costs underestimated
- Economic impact on community underestimated

REQUESTS FOR STAFF AS A RESULT OF VISIT:

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- A staff visit was conducted prior to Commissioners' visit with appropriate contact information exchanged. There were no requests from the base for additional visits.

Recommendation for Realignment Naval Air Station Brunswick, ME



DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

BASE SUMMARY SHEET

Defense Finance and Accounting Service (DFAS) – Limestone, ME

INSTALLATION MISSION

- DFAS provides professional, responsive finance and accounting services to DoD and other federal agencies. It delivers mission essential payroll, contract and vendor pay, and accounting services to support America's national security. DFAS is a Working Capital Fund agency, which means rather than receiving direct appropriations, DFAS earns operating revenue for products and services provided to its customers.

DOD RECOMMENDATION

- Close DFAS sites at Rock Island, IL; Pensacola Saufley Field, FL; Norfolk Naval Station, VA; Lawton, OK; Pensacola Naval Air Station, FL, Omaha, NE; Dayton, OH; St. Louis, MO; San Antonio, TX; San Diego, CA; Pacific Ford Island, HI; Patuxent River, MD; **Limestone, ME**; Charleston, SC; Orlando, FL; Rome, NY; Lexington, KY; Kansas City, MO; Seaside, CA; San Bernardino, CA; and Oakland, CA. Relocate and consolidate business, corporate and administrative functions to the Defense Supply Center-Columbus, OH, the Buckley Air Force Base Annex, Denver, CO, or the MG Emmett J. Bean Federal Center, Indianapolis, IN.
- Realign DFAS Arlington, VA by relocating and consolidating business, corporate, and administrative functions to the Defense Supply Center-Columbus, OH, the Buckley Air Force Base Annex, Denver, CO, or the MG Emmett J. Bean Federal Center, Indianapolis, IN. Retain a minimum essential DFAS liaison staff to support the Under Secretary of Defense (Comptroller)/Chief Financial Officer, Military Service Chief Financial Officers, and Congressional requirements.
- Realign DFAS Cleveland, OH, by relocating and consolidating business, corporate, and administrative functions to the Defense Supply Center-Columbus, OH, the Buckley Air Force Base Annex, Denver, CO, or the MG Emmett J. Bean Federal Center, Indianapolis, IN. Retain an enclave for the Military Retired and Annuitant Pay Services contract function and government oversight.
- Realign DFAS Columbus, OH, by relocating up to 55 percent of the Accounting Operation functions and associated corporate and administrative functions to DFAS Denver, CO, or DFAS Indianapolis, IN, and up to 30 percent of the Commercial Pay function and associated corporate and administrative functions to DFAS Indianapolis, IN, for strategic redundancy.
- Realign DFAS Denver, CO, by relocating up to 25 percent of the Accounting Operation functions and associated corporate and administrative functions to DFAS Columbus, OH, or DFAS Indianapolis, IN, and up to 35 percent of the Military Pay function and associated corporate and administrative functions to DFAS Indianapolis, IN, for strategic redundancy.
- Realign DFAS Indianapolis, IN, by relocating up to 10 percent of the Accounting Operation functions and associated corporate and administrative functions to DFAS Columbus, OH or DFAS Denver, CO, and up to 20 percent of the Commercial Pay function and associated corporate and administrative functions to DFAS Columbus, OH, for strategic redundancy.

DOD JUSTIFICATION

- This action accomplishes a major facilities reduction and business line mission realignment, transforming the current DFAS organization into an optimum facilities configuration, which includes strategic redundancy to minimize risks associated with man-made or natural disasters/challenges. All three of the gaining sites meet DoD Antiterrorism/Force Protection (AT/FP) Standards. The current number of business line operating locations (26) inhibits the ability of DFAS to reduce unnecessary redundancy and leverage benefits from economies of scale and synergistic efficiencies. Overall excess facility capacity includes approximately 43 percent or 1,776,000 Gross Square Feet (GSF) in administrative space and 69 percent or 526,000 GSF in warehouse space with many locations lacking adequate threat protection as defined in DoD AT/FP Standards. Finally, the three locations have potential to evolve into separate Business Line Centers of Excellence and further enhance “unit cost” reductions beyond the BRAC facilities/personnel savings aspect.

The three gaining locations were identified through a process that used Capacity Analysis, Military Value, Optimization Modeling, and knowledge of the DFAS organization, and business line mission functions. The Military Value analysis, of 26 business operating locations, ranked the Buckley AFB Annex, CO, the Defense Supply Center-Columbus, OH, and the MG Emmett J. Bean Federal Center, Indianapolis, IN, as 3, 7, and 9 respectively. The Optimization analysis not only included the factors of available capacity and expansion capability, but also included business line process and business operational considerations in identifying the three-location combination as providing the optimal facilities approach to hosting DFAS business line missions/functions.

Subject matter knowledge of DFAS’s three business line missions and its operational components, along with business process review considerations and scenario basing strategy, was used to focus reduction of the 26 locations and identification of the three gaining locations. The scenario basing strategy included reducing the number of locations to the maximum extent possible, while balancing the requirements for an environment meeting DoD Antiterrorist and Force Protection standards, strategic business line redundancy, area workforce availability, and to include an anchor entity for each business line and thus retain necessary organizational integrity to support DoD customer needs while the DFAS organization relocation is executed.

COST CONSIDERATIONS DEVELOPED BY DOD

- One-Time Costs: \$282.1 M
- Net Savings (Cost) during Implementation: \$158.1 M
- Annual Recurring Savings: \$120.5 M
- Expected Payback: 0 years
- Net Present Value over 20 Years: \$1,313.8 M

TOTAL MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)

The total number of jobs affected by this action is **6239** civilian and **205** military. Due to force future force reduction projections and BRAC savings gained from combining locations it is anticipated that there will be a reduction of **1931** positions. This leaves a net of **4513** positions that will be moving to one of the three designated DFAS locations.

MANPOWER IMPLICATIONS FOR DFAS LIMESTONE - Closure

	Out	
	<u>Military</u>	<u>Civilian</u>
Reductions	0	241

The following table indicates the number of spaces DFAS Limestone will be losing and the number of spaces to the gaining locations. At this point in time the gaining location numbers are just estimated projections as DFAS has not developed its implementation plan. (Note: The total numbers listed in the table differs from the number listed above because of consolidation savings.)

LOSING LOCATION	GAINING LOCATION	MILITARY	CIVILIAN	TOTAL
DFAS Limestone ME	DFAS Columbus OH	0	148	148
DFAS Limestone ME	DFAS Denver CO	0	2	2
DFAS Limestone ME	DFAS Indianapolis IN	0	84	84

ENVIRONMENTAL CONSIDERATIONS

- No major issues. An air conformity analysis may be needed at Buckley AF Base Annex. This recommendation will require spending approximately \$0.01M for environmental compliance activities.

REPRESENTATION

Governor: Gov. John Baldacci
Senators: Sen. Olympia Snowe
Sen. Susan Collins
Representative: Rep. Michael Michaud (ME-2nd)

ECONOMIC IMPACT

Aroostook County, ME*

- Potential Employment Loss: 390 jobs
- (241 direct and 149 indirect)
- MSA Job Base: 41,134 jobs
- Percentage for this action -0.9%
- Percentage for actions in MSA -0.9%

*Recent economic data shows the unemployment rate in Aroostook County continuing to increase over the past five years as follows:

2000	2001	2002	2003	2004
4.3%	4.4%	4.9%	5.8%	6.1%

MILITARY ISSUES

- DFAS Limestone ranked 17th out of the 26 DFAS sites evaluated for military value with a 54.84% score.

COMMUNITY CONCERNS/ISSUES

- The community is concerned regarding the disproportionate economic impact this decision will have on Limestone.

ITEMS OF SPECIAL EMPHASIS

- None at this time.

Marilyn Wasleski, Interagency, June 18, 2005

DEFENSE FINANCE AND ACCOUNTING SERVICE

H&SA - 37

DEFENSE FINANCE AND ACCOUNTING SITE, ROCK ISLAND, IL

CLOSE

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
0	(235)	0	0	0	(235)	0	(235)

DEFENSE FINANCE AND ACCOUNTING SITE, PENSACOLA SAUFLEY FIELD, FL

CLOSE

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		

DEFENSE FINANCE AND ACCOUNTING SITE, NORFOLK NAVAL STATION, VA

CLOSE

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
(3)	(311)	0	0	(3)	(311)	0	(314)

DEFENSE FINANCE AND ACCOUNTING SITE, LAWTON, OK

CLOSE

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
(52)	(181)	0	0	(52)	(181)	0	(233)

DEFENSE FINANCE AND ACCOUNTING SITE, PENSACOLA NAVAL AIR STATION, FL

CLOSE

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
(1)	(636)	0	0	(1)	(636)	0	(637)

DEFENSE FINANCE AND ACCOUNTING SITE, OMAHA, NE

CLOSE

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
0	(235)	0	0	0	(235)	0	(235)

DEFENSE FINANCE AND ACCOUNTING SITE, DAYTON, OH

CLOSE

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
0	(230)	0	0	0	(230)	0	(230)

DEFENSE FINANCE AND ACCOUNTING SITE, ST. LOUIS, MO

CLOSE

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
(2)	(291)	0	0	(2)	(291)	0	(293)

DEFENSE FINANCE AND ACCOUNTING SITE, SAN ANTONIO, TX

CLOSE

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
(32)	(303)	0	0	(32)	(303)	0	(335)

DEFENSE FINANCE AND ACCOUNTING SITE, SAN DIEGO, CA

CLOSE

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
(3)	(237)	0	0	(3)	(237)	0	(240)

DEFENSE FINANCE AND ACCOUNTING SITE-PACIFIC, FORD ISLAND, HI

CLOSE

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
(29)	(177)	0	0	(29)	(177)	0	(206)

DEFENSE FINANCE AND ACCOUNTING SITE, PATUXENT RIVER, MD

CLOSE

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
0	(53)	0	0	0	(53)	0	(53)

DEFENSE FINANCE AND ACCOUNTING SITE, LIMESTONE, ME

CLOSE

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
0	(241)	0	0	0	(241)	0	(241)

DEFENSE FINANCE AND ACCOUNTING SITE, CHARLESTON, SC

CLOSE

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
0	(368)	0	0	0	(368)	0	(368)

DEFENSE FINANCE AND ACCOUNTING SITE, ORLANDO, FL

CLOSE

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
(9)	(200)	0	0	(9)	(200)	0	(209)

DEFENSE FINANCE AND ACCOUNTING SITE, ROME, NY

CLOSE

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
0	(290)	0	0	0	(290)	0	(290)

DEFENSE FINANCE AND ACCOUNTING SITE, LEXINGTON, KY

CLOSE

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
(5)	(40)	0	0	(5)	(40)	0	(45)

DEFENSE FINANCE AND ACCOUNTING SITE, KANSAS CITY, MO

CLOSE

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
(37)	(576)	0	0	(37)	(576)	0	(613)

DEFENSE FINANCE AND ACCOUNTING SITE, SEASIDE, CA

CLOSE

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
(10)	(51)	0	0	(10)	(51)	0	(61)

DEFENSE FINANCE AND ACCOUNTING SITE, SAN BERNARDINO, CA

CLOSE

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
0	(120)	0	0	0	(120)	0	(120)

DEFENSE FINANCE AND ACCOUNTING SITE, OAKLAND, CA

CLOSE

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
0	(50)	0	0	0	(50)	0	(50)

DEFENSE FINANCE AND ACCOUNTING SITE, ARLINGTON, VA

REALIGN

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
(7)	(401)	0	0	(7)	(401)	0	(408)

DEFENSE FINANCE AND ACCOUNTING SITE, CLEVELAND, OH

REALIGN

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
(15)	(1,013)	0	0	(15)	(1,013)	0	(1,028)

DEFENSE FINANCE AND ACCOUNTING SITE, COLUMBUS, OH

REALIGN

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
0	(951)	65	2,223	65	1,272	0	1,337

DEFENSE FINANCE AND ACCOUNTING SITE, DENVER, CO

REALIGN

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
(37)	(1,163)	57	1,500	20	337	0	357

DEFENSE FINANCE AND ACCOUNTING SITE, INDIANAPOLIS, IN

CLOSE

Out		In		Net Gain/(Loss)		Net Mission Contractor	Total Direct
Mil	Civ	Mil	Civ	Mil	Civ		
0	(100)	114	3,456	114	3,356	0	3,470

Recommendation: Close the Defense Finance and Accounting Service (DFAS) sites at Rock Island IL; Pensacola Saufley Field, FL; Norfolk Naval Station, VA; Lawton, OK; Pensacola Naval Air Station, FL; Omaha, NE; Dayton, OH; St. Louis, MO; San Antonio, TX; San Diego, CA; Pacific Ford Island, HI; Patuxent River, MD; Limestone, ME; Charleston, SC; Orlando, FL; Rome, NY; Lexington, KY; Kansas City, MO; Seaside, CA; San Bernardino, CA; and Oakland, CA. Relocate and consolidate business, corporate and administrative functions to the Defense Supply Center-Columbus, OH, the Buckley Air Force Base Annex, Denver, CO, or the MG Emmett J. Bean Federal Center, Indianapolis, IN.

Recommendation: Realign DFAS Arlington, VA, by relocating and consolidating business, corporate, and administrative functions to the Defense Supply Center-Columbus, OH, the Buckley Air Force Base Annex, Denver, CO, or the MG Emmett J. Bean Federal Center, Indianapolis, IN. Retain

a minimum essential DFAS liaison staff to support the Under Secretary of Defense (Comptroller)/Chief Financial Officer, Military Service Chief Financial Officers, and Congressional requirements.

Recommendation: Realign DFAS Cleveland, OH, by relocating and consolidating business, corporate, and administrative functions to the Defense Supply Center-Columbus, OH, the Buckley Air Force Base Annex, Denver, CO, or the MG Emmett J. Bean Federal Center, Indianapolis, IN. Retain an enclave for the Military Retired and Annuitant Pay Services contract function and government oversight.

Recommendation: Realign DFAS Columbus, OH, by relocating up to 55 percent of the Accounting Operation functions and associated corporate and administrative functions to DFAS Denver, CO, or DFAS Indianapolis, IN, and up to 30 percent of the Commercial Pay function and associated corporate and administrative functions to DFAS Indianapolis, IN, for strategic redundancy.

Recommendation: Realign DFAS Denver, CO, by relocating up to 25 percent of the Accounting Operation functions and associated corporate and administrative functions to DFAS Columbus, OH, or DFAS Indianapolis, IN, and up to 35 percent of the Military Pay function and associated corporate and administrative functions to DFAS Indianapolis, IN, for strategic redundancy.

Recommendation: Realign DFAS Indianapolis, IN, by relocating up to 10 percent of the Accounting Operation functions and associated corporate and administrative functions to DFAS Columbus, OH or DFAS Denver, CO, and up to 20 percent of the Commercial Pay function and associated corporate and administrative functions to DFAS Columbus, OH, for strategic redundancy.

MAINE

Prior Closures¹

MAINE

1991 Loring Air Force Base, Caribou	CLOSED
1993 Data Processing Center Naval Air Station Brunswick	CLOSED

¹ 1995 Commission Report



BASE CLOSURE AND REALIGNMENT COMMISSION

**Chairman's
Closing Statement**

**Regional Hearing
of the
2005 Base Closure and Realignment Commission**

for

**Massachusetts, Maine, Connecticut, New Hampshire and Rhode
Island**

**8:30 AM
July 6, 2005**

Boston, Massachusetts

This concludes the Boston Regional Hearing of the Defense Base Closure and Realignment Commission. I want to thank all the witnesses who testified today. You have brought us very thoughtful and valuable information. I assure you, your statements will be given careful consideration by the commission members as we reach our decisions.

I also want to thank all the elected officials and community members who have assisted us during our base visits and in preparation for this hearing. In particular, I would like to thank Senator Kennedy and his staff for their assistance in obtaining and setting up this fine site.

Finally, I would like to thank the citizens of the communities represented here today that have supported the members of our Armed Services for so many years, making them feel welcome and valued in your towns. It is that spirit that makes America great.

This hearing is closed.

**BOSTON, MASSACHUSETTS
REGIONAL HEARING**

JULY 6, 2005

INFORMATION PACKET

**BOSTON
REGIONAL HEARING
MONDAY JULY 6, 2005**

TABLE OF CONTENTS

1. Itinerary	Page 3,4
2. Fact Sheet	Page 5,6
3. Staff Assignment Sheet	Page 7
4. Commissioners Travel Itinerary	Page 8,9
5. Hotel Accommodations	Page 10
6. Points of Contact	Page 11
7. Important Phone Numbers	Page 11
8. Maps and Directions	Page 12,13

ITINERARY

Tuesday, July 5

12:10 p.m. Chairman Principi and Executive Director Charlie Battaglia arrive at Signature Flight Support, Boston, Logan

NOTE: Exec. Director Charlie Battaglia will assume a separate schedule at this time.

12:15 p.m. Chairman Principi will depart Airport en route to:
Seaport Hotel
One Seaport Lane
Boston, MA 02210

Drive Time: 15 minutes

12:20 p.m. Chairman Principi arrives at Hotel

NOTE: Approximately 4 ½ hours of downtime

2:30 p.m. Commissioner Turner arrives Logan International Airport

2:40 p.m. Commissioner Turner departs Airport en route to Seaport Hotel

2:55 p.m. Commissioner Turner arrives at Hotel

NOTE: Approximately 2 hours of downtime

7:35 p.m. Commissioner Bilbray arrives Logan International Airport

7:45 p.m. Commissioner Bilbray departs Airport en route to Seaport Hotel

8:00 p.m. Commissioner Bilbray arrives at Hotel

EVENT: **WELCOME RECEPTION AT SEAPORT HOTEL**
CLOSED PRESS
150 ATTENDEES
ATTIRE: BUSINESS

5:00 p.m. Welcome Reception Begins

7:00 p.m. Welcome Reception Ends

NOTE: Dinner Reservations have been made at Jimmy's
Harborside Restaurant.

Dinner Accommodations:

Jimmy's Harborside Restaurant
242 Northern Avenue
Boston, MA 02210
Phone: 617-423-1000
Cuisine: *Surf and Turf*
Drive Time 5 minutes (.5 mile from hotel)

Wednesday, July 6

7:40 a.m. Depart Hotel, Plaza Level, en route to Hearing

7:45 a.m. Arrive at Hearing Site and proceed to Hold Room

7:50 a.m. Pre-Hearing Briefing by R&A

8:15 a.m. Depart Hold Room for Hearing Room

8:20 a.m. Hearing Begins

12:45 p.m. Hearing Recess

Lunch Break: 30 minutes
(Lunch will be served in the Hold Room, Room 201)

1:15 p.m. Hearing Resumes

5:45 p.m. Hearing Concludes
Proceed to Press Availability

5:50 p.m. Press Availability

6:05 p.m. Press Availability Concludes

6:10 p.m. Depart Hearing Site en route Logan International airport

Drive Time: 8 minutes

6:20 p.m. Arrive Logan International airport

FACT SHEET

COMMISSIONERS ATTENDING

Commissioner Lloyd "Fig" Newton
Chairman Anthony J. Principi
Commissioner James H. Bilbray
Commissioner Sue Turner
Commissioner Samuel Skinner
Executive Director Charlie Battaglia

STAFF ATTENDING

Review & Analysis

Mr. Frank Cirillo, Director
Mr. Jim Hanna
Mr. Dave VanSaun
Mr. Ryan Dean
Mr. David Combs
Mr. Nat Sillin
Mr. Brad McCree

Congressional Affairs

Ms. Jennifer Meyers

Legal Counsel

General David Hague, General Counsel

Communications

Mr. James Schaefer, Director
Mr. Robert McCreary, Deputy Director

Advance

Ms. Christina Estrada
Ms. Cynthia Simmons

HEARING LOCATION

Boston Convention Center and Exhibition Center

HEARING ROOM

Boston Convention Center and Exhibition Center GRAND BALLROOM

CAPACITY

3300

DELEGATION HOLDING ROOMS

Rooms 203-207

COMMISSIONERS HOLDING ROOM

Room 201 & 202, 2nd Floor Board Room

PARKING

Valet on site \$20.00
Pay lot within one block \$10.00

STENOGRAPHER

Provided by ANSER

SIGNERS

Provided by Community

WEATHER

Wed
Jul 6  Partly
Cloudy **78°/ 60°**

Thu
Jul 7  Scattered T-
Storms **83°/ 59°**

STAFF ASSIGNMENT SHEET

Advance on site check	Advance
Signage	Advance
<ul style="list-style-type: none">• Reserved seating (witness, press)• Staff Only• Base Closure Hearing (with arrows)• Public Telephones, Restrooms	
Dais setting	Advance
<ul style="list-style-type: none">• Nameplates and gavel• Pad, pen, pencil, highlighter• Water• Post it notes	
Lunch arrangement and logistics	Legislative Affairs Advance
Testimony Collection	Re&A Legislative Counsel Advance
Timekeeper	Advance
VIP greeter	Legislative Affairs
Designated on-site supervisor during lunch	Legislative Affairs
General Runner	Advance/Volunteer
Computer Technician	Advance
Final site sweep	Advance
Thank you letters	Legislative Affairs

COMMISSIONERS TRAVEL ITINERARIES

CHAIRMAN PRINCIPI

Arrives: Signature Flight Support, Boston, Logan
Sunday July 5, 2005 12:10 PM
Mission Number: EAA 156001
Aircraft: C21

Departs for: Logan International Airport
Monday July 6, 2005 7:45 PM
US Airways Flight # 2049

COMMISSIONER NEWTON

Arrives: Boston
Sunday July 5, 2005
Will be driving personal vehicle to Boston from home

Departs for: Boston
Monday July 6, 2005
Will be driving personal vehicle home from Boston

COMMISSIONER BILBRAY

Arrives: Logan International Airport
Sunday July 5, 2005 7:35 PM
America West Flight 65 from LAS to Boston

Departs for: Logan International Airport
Monday July 6, 2005 7:45 PM
US Airways Flight # 2049

COMMISSIONER TURNER

Arrives: Logan International Airport
Sunday July 5, 2005 2:30 PM
American Flight 1670 from San Antonio to Boston

Departs for: Logan International Airport
Monday July 6, 2005 7:45 PM
US Airways Flight # 2049

EXECUTIVE DIRECTOR, CHARLIE BATTAGLIA

Arrives: Signature Flight Support, Boston, Logan
Sunday July 5, 2005 12:10 PM
Mission Number: EAA 156001
Aircraft: C21

Departs for: Logan International Airport
Monday July 6, 2005 7:45 PM
US Airways Flight # 2049

HOTEL ACCOMODATIONS

Location:

*Seaport Hotel
One Seaport Lane
Boston, MA 02210*

Phone number:

*Tel (617) 385-4000
Fax (617) 385-4001*

Seaport Rooming List

First Name	Last Name	Check In	Check Out
Charlie	Battaglia	6/5/05	6/6/05
James	Bilbray	6/5/05	6/6/05
Frank	Cirillo	6/5/05	6/6/05
David	Combs	6/5/05	6/6/05
Ryan	Dean	6/5/05	6/6/05
Christina	Estrada	6/1/05	6/7/05
David	Hague	6/5/05	6/6/05
Jim	Hanna	6/5/05	6/6/05
Robert	McCreary	6/1/05	6/6/05
Brad	McCree	6/5/05	6/6/05
Jennifer	Meyers	6/4/05	6/6/05
Lloyd	Newton	6/5/05	6/6/05
Anthony	Principi	6/5/05	6/6/05
James	Schaefer	6/5/05	6/6/05
Nat	Sillin	6/5/05	6/6/05
Cynthia	Simmons	6/5/05	6/7/05
Sue	Turner	6/5/05	6/6/05
Dave	VanSaun	6/5/05	6/6/05

POINTS OF CONTACT

Onsite POC's Ms. Christina Estrada, Advance
(703) 606-5090

Ms. Cynthia Simmons, Advance
(703) 901-7833

Hearing POC: Ms. Jennifer Meyers, Legislative Affairs
(703) 901-7807

Senate POC: Mieke Eoyang
mieke_eoyang@kennedy.senate.gov
202-224-5111

IMPORTANT PHONE NUMBERS

MASSACHUSETTS

SENATOR KENNEDY
Name: MIEKE EOYANG
Phone: 202-224-5111

SENATOR JOHN KERRY
Name: JIM LUDAS
Phone: 202-224-4521

RHODE ISLAND

SENATOR JACK REED
Name: LIZ KING
Phone: 202-224-4663

CONNECTICUT

SENATOR DODD
Name: NEAL ORRINGER
Phone: 202-224-2680

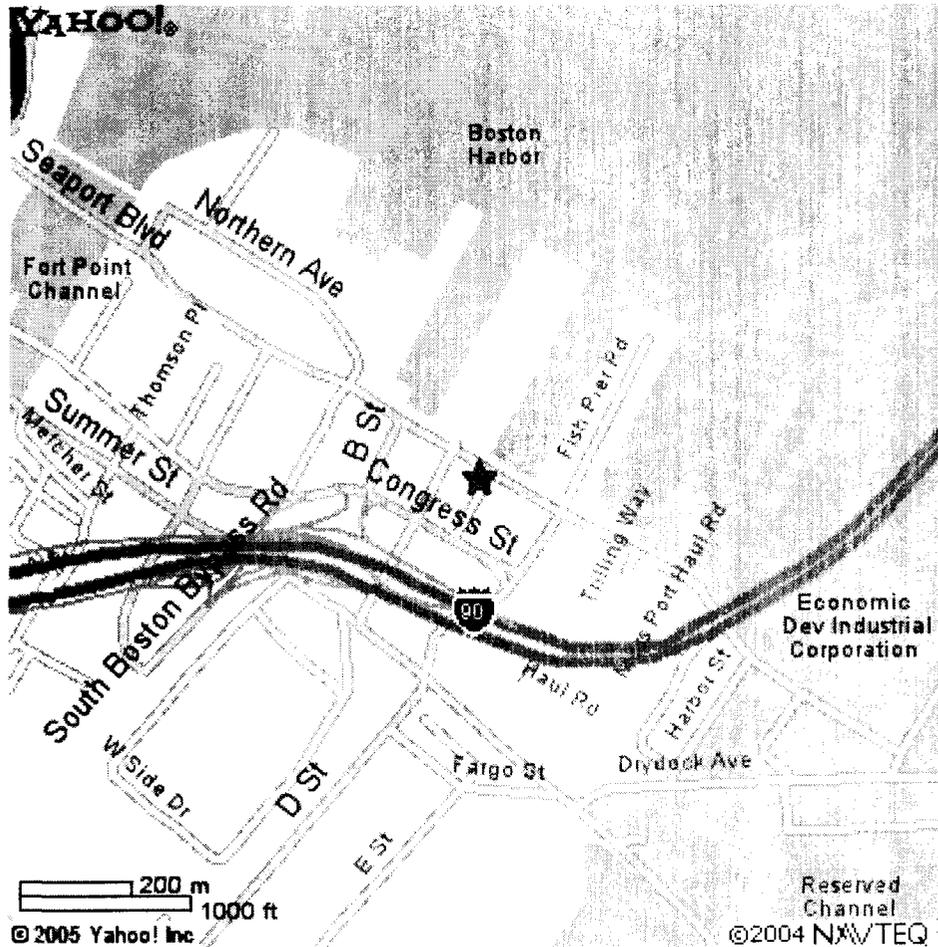
NEW HAMPSHIRE

SENATOR JUDD GREGG
Name: FRANK BARCA
Phone: 202-224-3324

MAINE

SENATOR SNOWE
Name: SAM HORTON
Phone: 202-224-5816

Directions to the Seaport World Trade Center Complex



Directions to the Seaport World Trade Center Complex

From Logan International Airport and Route 1A South: Follow the signs towards I-90 West - Ted Williams Tunnel. Take the Ted Williams Tunnel/I-90 West to Exit 25 "South Boston". At the top of the ramp proceed straight onto B Street; at the end of B Street, take a right onto Seaport Blvd, the entrance to the garage will be on the right.

From Western Massachusetts via Massachusetts Turnpike: Follow the Massachusetts Turnpike /Interstate 90 East (towards Logan Airport) to Exit 25 – South Boston (this is the first exit on the right in the tunnel). At the top of the ramp, bear left towards "Seaport Boulevard". At the first set of lights proceed straight onto East Service Road. At the next set of lights, take a right onto Seaport Boulevard. The "Seaport Boulevard" entrance to the Seaport Garage will be ahead on the right.

From Points South via I-93: Heading northbound on Interstate 93 towards Boston, take Exit 20, which will be immediately after Exit 18. Follow the signs towards "I-90 East". Take the first exit to "South Boston". At the first set of lights at the top of the ramp, proceed straight onto East Service Road. At the next set of lights, take a right onto Seaport Boulevard. The "Seaport Boulevard" entrance to the Seaport Garage will be ahead on the right.

From Points North via I-93: Heading southbound on Interstate 93 Boston, take Exit 23. At the first set of lights, turn left onto Seaport Boulevard and follow Seaport Boulevard for approximately .8 miles. The "Seaport Boulevard" entrance to the Seaport Garage will be on the right after the Seaport Boulevard /B Street intersection.

From Points West via Storrow Drive: Take Storrow Drive East to Leverett Circle and follow signs for Interstate 93 South/Logan Airport. Once on Interstate 93 South, follow directions from "Points North".

From Public Transportation: From South Station, take the MBTA Silver Line (one level above the Red Line, one below the food court) to WTC Station. Take the stairs/escalators/elevators to the upper level and exit onto WTC Ave.

MEDIA KIT

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION



BOSTON, MASSACHUSETTS REGIONAL HEARING

JULY 6, 2005

*Rhode Island, Connecticut, Massachusetts,
New Hampshire, Maine*

REGIONAL HEARING
BOSTON, MASSACHUSETTS

JULY 6, 2005 8:30AM

Boston Convention Center and Exhibition Center

HEARING AGENDA

8:20am

5min Presentation of Colors

2min Opening Statement, Commissioner Newton (Acting Chairman for hearing)

1 min DFO swears in witnesses

RHODE ISLAND PRESENTATION (30 min.)

Naval Station Newport

8:30am

2 min Senator Jack Reed

2 min Governor Carcieri

2 min Senator Chafee

2 min Congressman Kennedy

2 min Congressman Langevin

19 Min Keith Stokes, *Executive Director Newport Chamber of Commerce*

1 min Senator Jack Reed

10 min Q&A from Commissioners

5 min Break

CONNECTICUT PRESENTATION (120 min)

9:15am

1 min DFO swears in witnesses

Submarine Base New London

7 min Senator Kennedy

7 min Governor Romney

Otis Air Force Base

5 min Congressman Delahunt

29 min Otis main presentation

7 min Senator Kerry

Boston Planning Yard

5 min Congressman Lynch

10 min Q&A from Commissioners

12:45pm 30 min Break

NEW HAMPSHIRE PRESENTATION (120 min)

1:15pm

1 min DFO swears in witnesses

Portsmouth Naval Shipyard

3 min Opening Remarks
Senator Judd Gregg

10 min Case Summary
Senator Snowe

15 min Military Judgment - strategic
VADM Al Konetzni

15 min Military Judgment - industrial
RADM William Klemm

25 min Capacity and workload
Mr. Earl Donnell, *community representative*

2 min Labor/ Management Relationship
Mr. Paul O'Conner, *union representative*

- 2 min Workload
 Congressman Tom Allen
- 9 min BRAC Process
 Senator Sue Collins
- 5 min Corrected COBRA analysis for Scenario DoN-0133
 Senator John Sununu
- 2 min Cost of reconstitution
 Congressman Jeb Bradley
- 5 min Environment
 Governor John Baldacci
- 5 min Economic Impact
 Governor John Lynch
- 5 min Closing Remarks
 Senator Judd Gregg
- 10 min Q&A from Commissioners
- 5 min Break

MAINE PRESENTATION (120 min)

3:30pm

- 1 min DFO swears in witnesses

Naval Air Station Brunswick

- 7 min Opening Statement and Case Overview
 Senator Snowe
- 5 min Military judgments and operational issues
 RADM Harry Rich
- 15 min Military Value
 Senator Collins
- 17 min Cost and cost savings
 Senator Snowe
- 5 min Economic Impact
 Congressman Allen

2 min Closing Arguments
Senator Snowe

10 min Q&A from Commissioners

DFAS -Limestone

10 min Military value and Case overview
Senator Snowe

10 min Cost/Benefit Analysis
Senator Susan Collins

10 min Limestone as a center of excellence
Congressman Michael Michaud

3 min Local Ability to Respond to Growth Plans
Mr. Carl Flora, DFAS Committee representative

2 min Closing Statement on DFAS
Senator Snowe

15 min Economic Impact
Governor John Baldacci
I. Aroostook County
II. State of Maine

10 min Q&A from Commissioners

2 min Closing Statement, Commissioner Newton (Acting Chairman for hearing)

5 min Break

5:50pm Press Availability



2005 Defense Base Closure and Realignment Commission

The Honorable Anthony J. Principi - Chairman

Recently served as Vice President of Pfizer Corporation and is a decorated Vietnam War veteran. Mr. Principi was nominated to be Secretary of Veterans Affairs by President George W. Bush on December 29, 2000, and was confirmed by the Senate on January 23, 2001. He once served as a Republican chief counsel for the Senate Armed Services Committee and Senate Veterans Affairs Committee. He also has been a top official with defense contractor Lockheed Martin. Mr. Principi is a 1967 graduate of the U.S. Naval Academy at Annapolis, Maryland, and first saw active duty aboard the destroyer USS Joseph P. Kennedy. He later commanded a River Patrol Unit in Vietnam's Mekong Delta. Mr. Principi earned his law degree from Seton Hall University in 1975 and was assigned to the Navy's Judge Advocate General Corps in San Diego, California. In 1980, he was transferred to Washington as a legislative counsel for the Department of the Navy.

General Lloyd W. "Fig" Newton (USAF, Ret.)

Currently serves as Executive Vice President of Pratt & Whitney, Military Engines. Former Commander of Air Education and Training Command, headquartered at Randolph Air Force Base, Texas. He was responsible for the recruiting, training and education of Air Force personnel. His command included Air Force Recruiting Service, two numbered air forces and Air University. He was also commander of three wings and an air division and held numerous staff positions. From 1993 to 1995, he was Director of Operations, J-3, U.S. Special Operations Command. General Newton is a command pilot with more than 4,000 flying hours in the T-37, T-38, F-4, F-15, C-12 and F-117 stealth fighter. He earned a Bachelor of Science degree in aviation education from Tennessee State University and a Master of Arts degree in public administration from George Washington University.

Brigadier General Sue E. Turner (USAF, Ret.)

General Turner retired in 1995, following 30 years active duty. Her key assignments included: Director, Nursing Services, Office of the USAF Surgeon General; Chief Nurse, Wilford Hall Medical Center; and the Medical Inspection Team, USAF Inspector General. General Turner joined the Air Force Nurse Corps in 1965 and went on to earn a Bachelor of Science in Nursing from Incarnate Word College and a Master of Science in nursing from the University of Alabama in Birmingham. She also completed Squadron Officer School, Air Command and Staff College, Air War College, and National Security Management. In recent years, she has served on the American Battle Monuments Commission and the Board of Directors of a large credit union.



2005 Defense Base Closure and Realignment Commission

The Honorable James H. Bilbray

Primary area of practice is government relations and administrative law. Former Congressman Bilbray received his B.A. in Government and Public Administration from the American University in Washington, DC in 1962, and his JD from the Washington College of Law in 1964. He is a Nevada native, and prior to being elected to the U.S. House of Representatives in 1987, was a Nevada State Senator, where he served as Chairman on the Taxation Committee and was a member of the Judiciary Committee. During his four terms in the US Congress, he served as Chairman of the Small Business Sub-Committee on Taxation, Tourism and Procurement. He was also a member of the Foreign Affairs, Armed Services, and Intelligence Committees. He joined the firm of Kummer Kaempfer Bonner & Renshaw as Of Counsel in 1996, where he specialized in dealing with local, state and federal issues. In 2001, he received an honorary doctorate of laws from the University of Nevada Las Vegas for his extensive contributions to the State and U.S. government.

For further information, please visit the official BRAC Commission website:

www.brac.gov