

RECOMMENDATION FOR CLOSURE

ENGINEERING FIELD DIVISION/ACTIVITY

Recommendation: Close Naval Facilities Engineering Field Division South leased space in Charleston, SC. Consolidate Naval Facilities Engineering Field Division South, Charleston, SC with Naval Facilities Engineering Field Activity Southeast, Jacksonville, FL at Naval Air Station Jacksonville, FL; Naval Facilities Midwest, Great Lakes, IL at Naval Station Great Lakes, IL; and Naval Facilities Atlantic, Norfolk, VA at Naval Station Norfolk, VA. Close Naval Facilities Engineering Field Activity Northeast leased space in Lester, PA. Consolidate Naval Facilities Engineering Field Activity Northeast, Philadelphia, PA, with Naval Facilities Atlantic, Norfolk, VA at Naval Station Norfolk, VA and relocate Navy Crane Center Lester, PA to Norfolk Naval Shipyard, Norfolk, VA.

Justification: This recommendation enhances the Navy's long-standing initiative to accomplish common management and support on a regionalized basis by consolidating and collocating Naval Facilities commands with the installation management Regions in Jacksonville, FL, Great Lakes, IL and Norfolk, VA. This collocation aligns management concepts and efficiencies and may allow for further consolidation in the future.

Naval Facilities Engineering Field Division South, Naval Facilities Engineering Field Activity Northeast and Navy Crane Center are located in leased space, and this recommendation will achieve savings by moving from leased space to government-owned space. Naval Facilities Engineering Command is undergoing organizational transformation, and this recommendation facilitates the evolution of organizational alignment. This recommendation will result in an increase in the average military value for the remaining Naval Facilities Engineering Field Division/Engineering Field Activity activities, and it relocates the Navy Crane Center to a site with functional synergy.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$37.85 million. The net of all costs and savings during the implementation period is a cost of \$9.06 million. Annual recurring savings to the Department after implementation are \$9.33 million 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 \$81.81 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,433 jobs (543 direct jobs and 890 indirect jobs) over the 2006-2011 period in the Charleston-North Charleston, SC Metropolitan Statistical Area, which is 0.43 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 447 jobs (247 direct jobs and 200 indirect jobs) over the 2006-2011 period in the Philadelphia, PA Metropolitan Division, which is less than 0.1 percent of economic area employment.

The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure: 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 Attainment for all other criteria pollutants. No Air Conformity determination will be required. There are potential impacts for cultural, archeological and tribal resources; and wetlands. Naval Station Great Lakes, IL is in Severe Non-Attainment for Ozone (1-Hour) and Moderate Non-Attainment for Ozone (8-Hour). An Air Conformity Determination is not required. Naval Shipyard Norfolk, VA is in Maintenance for Ozone (1-Hour) and Marginal Non-Attainment for Ozone (8-Hour). An Air Conformity Determination is not required. Water Resources will be impacted. There are no anticipated impacts for air quality; dredging; land use constraints or sensitive resource areas; marine mammals, resources or sanctuaries; noise; threatened and endangered species or critical habitat; waste management; or water resources. This recommendation indicates impacts of costs at the installations involved, which reported \$8 thousand in costs for environmental compliance. These costs were included in the payback calculation. This recommendation does not otherwise impact the costs 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.

Attachments:

Supporting Information
COBRA Report
Economic Impact Report(s)
Community Infrastructure Report(s)
Summary of Scenario Environmental Impacts

Supporting Information:

Military Value Analysis Results:

Ranking	DoN Installation	MilVal Score
1	NAVFAC EFD SOUTHWEST SAN DIEGO	85.1
2	NAVFAC EFD ATLANTIC NORFOLK VA	84.7
3	NAVFAC EFA CHESAPEAKE WASHINGTON DC	79.4
4	NAVFAC EFD PACIFIC PEARL HARBOR	76.1
5	NAVFAC EFA SOUTHEAST JAX	62.2
6	NAVFAC EFA GREAT LAKES	62
7	NAVFAC EFD SOUTH CHARLESTON SC	59.1
8	NAVFAC EFA NORTHWEST POULSBO	58.8
9	NAVFAC EFA NORTHEAST PHILADELPHIA	58.6
10	NAVFAC OICC GU	51.9
11	NAVFAC EFA WEST SAN BRUNO	45.2

Capacity Analysis Results: Management capacity to support customers was analyzed. Span of control and workload balance measures were utilized in conjunction with Military Value in order to determine closure alternatives. Since there is no stated capacity of Regional Support Activities, there was no measurement of excess capacity.