DCN 305

CIRCULATE TO ALL NAVY TOPS

ASSISTANT SECRETARY OF DEFENSE

3300 DEFENSE PENTAGON
WASHINGTON DC 20301-3300

ECONOMIC SECURITY

April 10, 1995

Honorable Alan J. Dixon
Chairman, Defense Base Closure
and Realignment Commission
1700 N. Moore Street, Suite 1425
Arlington, Virginia 22209

Please refer to this number when responding 950308-1R1

Dear Mr. Chairman:

Thank you for the opportunity to testify on March 1, 1995, regarding the Department's closure and realignment recommendations and process. In response to your request, enclosed are answers to your questions for the record.

I trust this information will be helpful, please let me know if there is anything else we can provide.

Sincerely,

Joshua Gotbaum

Enclosure

see Q4

COMMISSION QUESTIONS FOR THE RECORD
Mr. Joshua Gotbaum

Question 1: What is the annual cost of the excess infrastructure in the Joint Cross-Service areas remaining after the 1995 round?

Answer: I have asked the Comptroller to gather the data necessary to estimate the cost of maintaining excess infrastructure remaining after BRAC 95. I will forward a response as soon as we have been able to assimilate the data.

COMMISSION QUESTIONS FOR THE RECORD
Mr. Joshua Gotbaum

Question 2: The Defense Science Board (DSB) recommended a 20 percent cut in the laboratories' Civil Service personnel, in addition to the 4 percent per annum cut directed by Defense Policy Guidance 1995 through 1999. According to a senior DoD official, these cuts will result in a 35 percent reduction in these personnel by the turn of the century.

How much of a reduction in DoD laboratory infrastructure is contained in your recommendations?

How and when is DoD going to eliminate the excess infrastructure?

Answer: Most laboratory reductions -- the 35 percent you mention -- will come from the allocation of workload reductions rather than from BRAC actions.

The DoD recommendations for laboratory closures and realignments eliminate a relatively small amount of our excess capacity. However, there were noteworthy laboratory reductions including Naval Air Warfare Center Divisions at Lakehurst, NJ, and Indianapolis, IN, among others.

COMMISSION QUESTIONS FOR THE RECORD
Mr. Joshua Gotbaum

Question 3: The Joint Cross-Service Review Team provided two options, both resulting in the closure of 8 depots. These options would eliminate between 30 million to 35 million excess hours from a total excess capacity of about 40 million hours.

The final DoD recommendation would close 3 depots and realign 7 others. How many hours of excess capacity will be eliminated if these recommendations are approved?

Answer: If the DoD recommendations are adopted, excess capacity will be reduced by just over 20 million direct labor hours, or by about 50 percent of the total excess capacity. The Department believes this to be a significant accomplishment.

COMMISSION QUESTIONS FOR THE RECORD
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Question 4: What are the bases that were not recommended for closure by the Navy to the Secretary of Defense for economic reasons?

Which, if any, installations were substituted for these omitted closures?

Answer: Because of a concern over total job losses in the State of California and Territory of Guam, the Department of the Navy did not close the following activities, even though it otherwise, through its analytical process, could have arrived at a conclusion to recommend closure:

Fleet and Industrial Supply Center, Oakland, CA

Western Division, Naval Facilities Engineering Command, San Bruno, CA

Supervisor of Shipbuilding, Construction and Repair, San Francisco, CA

Naval Warfare Assessment Division, Corona, CA, and Public Works Center, Guam

These actions reflect stand-alone decisions; there were no substitutions for these activities.

COMMISSION QUESTIONS FOR THE RECORD
Mr. Joshua Gotbaum

Question 5: What do your recommendations do to merge medical facilities across the Services in each region?

What possibilities were analyzed (cover by region)?

Answer: The Medical Joint Cross-Service Group looked at overlapping catchment areas in their analysis of the Medical Health Services System infrastructure. The group aggressively sought out opportunities for consolidation of inpatient services. Six of sixteen of the alternatives were based on the evaluation of potential mergers across the Services. These included Fort Meade and Fort Belvoir in the National Capital Region, USAF Academy Hospital in the Academy/Fort Carson area, Shaw AFB Hospital in the Shaw/Fort Jackson area, Langley AFB Hospital in the Tidewater area, and Wilford Hall Medical Center in the San Antonio area.

Of these alternatives, the hospital at Ft. Meade was recommended for downsizing by the Secretary of the Army, as was the hospital at Ft. Lee, Virginia. The Army also recommended the closure of Fitzsimmons Medical Center in Colorado, and both the Army and Air Force have agreed to realign their respective hospitals at Ft. Carson and the Air Force Academy to ensure adequate and cost efficient health care services remain to serve beneficiaries in the area. The Ft. Carson and Air Force Academy actions, along with the elimination of duplicate health care services in the San Antonio, Texas, Shaw AFB/Ft. Jackson, South Carolina, and the Virginia Tidewater areas will take place outside of the BRAC process. The Department is also implementing TRICARE, a congressionally-mandated regional health care program. TRICARE is designed to increase access, improve quality and curb the rising cost of health care, while providing a uniform benefit for eligible beneficiaries. TRICARE will also serve as an incentive to further reduce duplicate services and share resources across Service lines.

COMMISSION QUESTIONS FOR THE RECORD
Mr. Joshua Gotbaum

Question 6: How did DoD view the benefits of regional (medical) complexes?

Answer: The Department believes there are significant benefits to pursuing and evaluating consolidation of medical services and training. Through the base closure and Defense Health Program processes, the Department will continue to aggressively pursue these benefits. At the same time, the Department is implementing TRICARE, our congressionally-mandated regional managed health care program. TRICARE is designed to increase access, improve quality and curb the rising cost of health care, while providing a uniform benefit for eligible beneficiaries.

COMMISSION QUESTIONS FOR THE RECORD
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Question 7: NAS Meridian received two looks -- one at the service level and the second look at the joint level. If the joint ranking was higher, why didn't DoD take action based on the joint ranking, rather than accepting the Service recommendation?

Answer: The two "looks" are not the same. The Joint Cross-Service Groups were established by the Deputy Secretary of Defense to provide a DoD-wide evaluation of their respective areas - undergraduate pilot training (UPT) in this case. They were further empowered to provide alternatives for subsequent analysis by the Military Departments which would reduce capacity and associated functional infrastructure. While the analyses conducted by the JCSG on UPT established a site value for each function (e.g., strike, helicopter, airlift/tanker, etc.), it did not rank sites by an overall average functional value. In producing its alternatives, the JCSG analyses utilized military values, functional values, and capacity resources. The Military Departments looked at the military value of installations based on all of their missions. Therefore, the evaluation conducted by the JCSGs was not a substitute for, but rather a component of, the Military Department analysis. In the case of Meridian, the Navy decided, and the Secretary of Defense agreed, that it did not need the training capability at NAS Meridian.

COMMISSION QUESTIONS FOR THE RECORD
Mr. Joshua Gotbaum

Question 8: If implemented, will the Department's recommendations to the Commission reduce a major portion of the excess capacity in any or all of the five cross-service functional areas? Please discuss those areas in detail where large amounts of excess capacity remain?

Answer: With the exception of Laboratories and Test & Evaluation, the DoD recommendations contain significant cross-service actions which generally achieve overall cross-service and excess capacity goals. In the Laboratories and Test & Evaluation areas, we will continue programmatic efforts to deal with remaining excess capacity, such as downsizing in place.

COMMISSION QUESTIONS FOR THE RECORD
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Question 9: In May 1994, the Deputy Secretary of Defense stated that "Core is the capability maintained within organic Defense depots to meet readiness and sustainability requirements...Core depot maintenance capabilities will comprise only the ***minimum facilities, equipment and skilled personnel necessary*** to ensure a ready and controlled source of required competence." (emphasis added)

If DoD's recommendations are implemented, will any of the Services retain capacity above their core level?

If so, what are the reasons for retaining this capacity?

Answer: Although we have achieved a substantial depot maintenance capacity reduction all of the Services will retain some capacity above the core level. Further reductions will require developing a better sense of cross-service and private sector capabilities.

Question: Will DoD's base closure list result in the minimum number of facilities to ensure readiness and sustainability?

Answer: No. The goal is to reduce capacity, not merely the number of facilities. With regard to depots, the goal was to reduce excess capacity in a cost effective manner while retaining sufficient capability to meet critical readiness capabilities and requirements.

Question: If not, what means will the Department use to implement the Deputy Secretary's direction?

Answer: The definition and quantification of core requirements must be separated from the sizing of the infrastructure to support those requirements. It is impossible and undesirable to attempt to exactly match capacity and requirements. With that in mind, the Department believes that the proposed closure and realignments achieve the objectives set forth by the Deputy Secretary.

COMMISSION QUESTIONS FOR THE RECORD
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Question 10: In 1993, the Defense Base Closure Commission realigned part of the Defense Information Service Agency (DISA) into 16 information processing megacenters. At that time, all officials concluded there would be excess capacity even within these megacenters. Some have suggested that DISA actually requires only 5 megacenters. To realign, DISA would have to come to the Commission to change the 1993 recommendation.

Given that there is excess capacity within DISA, why are there not recommendations for further consolidation?

Answer: The current megacenter migration resulting from BRAC 93 began in FY 94 and is scheduled for completion through FY 98. Due to the ongoing establishment of these megacenters and their changing workload, meaningful capacity requirements are extremely difficult if not impossible to determine at this time. Before major changes can be made, the operating environment of this relatively new organization needs to stabilize.

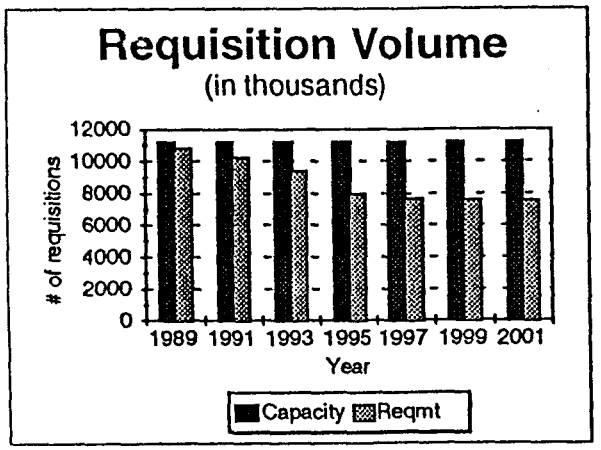
Fleet & Industrial Supply Center Capacity Analysis

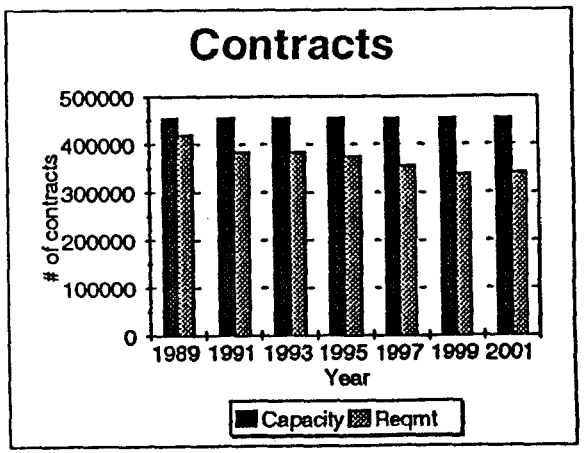
Fleet & Industrial Supply Centers

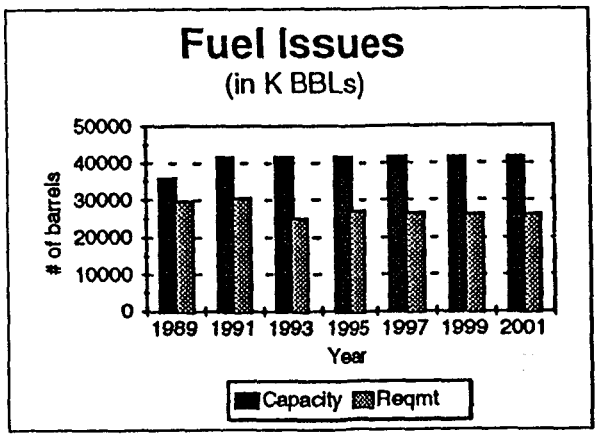
Capacity Measures

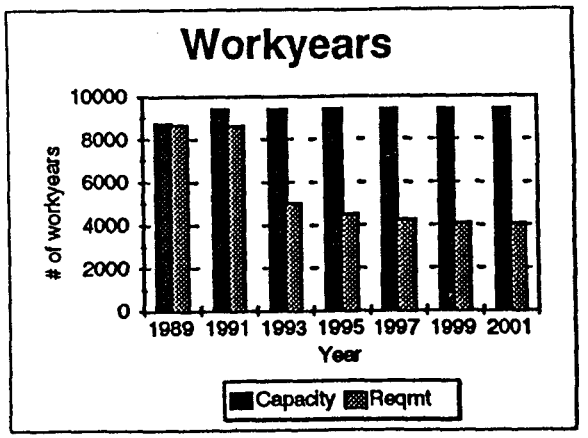
- **Capacity** is historic "high water mark"in 4 areas from capacity data call
  - requisition volume
  - contracts
  - fuel
  - workyears
- **Requirement** is direct lift from activity projections in capacity data call

Capacity Analysis Summary









The Answer:

Excess capacity does exist

Requisition Volume

Capacity in 2001:	11,205 K
Requirement:	7,535 K
Percent excess:	33%

Contracts

Capacity in 2001:	455,641
Requirement:	341,553
Percent excess:	25%

Fuel Issues

Capacity in 2001:	41,777 K BBLs
Requirement:	26,261 K BBLs
Percent excess:	37%

Workyears

Capacity in 2001:	9,423
Requirement:	4,069
Percent excess:	57%

Recommendation

- Conclude that excess capacity does exist
- Proceed with military value analysis

FISC Military Value

Calcs	F	H	I	J	K	N	O	R	S	T	U	V	W	X	Y	Z	AA
1		Criteria				BSEC											
2		R	F	M	C	95	MV										
3	QUESTIONS	50	20	10	20	Score	Weight	Norfolk+	Charleste	Jax	Puget	Oakland	San Dieg	Guam	Pearl		Mean
4	OPERATIONS/CUSTOMER SUPPORT SERVICES	24	6	20	3	0	41.87	32.35	6.34	22.21	27.74	15.58	25.62	21.01	22.78		21.71
5	The annual volume of requisitions processed has exceeded 2.25 million.	1	0	1	0	10	2.54	1	0	0	0	0	0	0	0		
6	The annual volume of requisitions processed has been between 1.4 million and 2.25 million.	1	0	1	0	7	1.78	0	0	0	1	1	1	0	0		
7	The annual volume of requisitions processed has been between 650K and 1.4 million.	1	0	1	0	4	1.02	0	1	1	0	0	0	0	0		
8	Is the FISC providing large (>$25K) purchasing services?	1	0	1	0	6	1.52	1	1	1	1	1	1	1	1		
9	Is the FISC providing small (<$25K) purchasing services?	1	0	1	0	8	2.03	1	1	1	1	1	1	1	1		
10	The annual volume of contracts awarded has exceeded 85,000.	1	0	1	0	10	2.54	1	0	0	0	0	0	0	0		
11	The annual volume of contracts awarded has been between 57,000 and 85,000.	1	0	1	0	7	1.78	0	1	0	1	1	1	0	0		
12	The annual volume of contracts awarded has been between 29,000 and 57,000.	1	0	1	0	4	1.02	0	0	1	0	0	0	0	1		
13	Does the FISC have a customer service operation?	1	0	1	0	7	1.78	1	0	1	1	1	1	1	1		
14	The total annual volume of fuel issued has exceeded 8 million barrels.	1	1	1	0	10	3.57	1	0	0	0	0	0	0	0		
15	The total annual volume of fuel issued has been between 5 and 8 million barrels.	1	1	1	0	7	2.50	0	0	0	1	0	1	0	1		
16	The total annual volume of fuel issued has been between 1 and 5 million barrels.	1	1	1	0	4	1.43	0	0	1	0	1	0	1	0		
17	Does the FISC's fuel operation service fleet oilers?	1	1	1	0	4	1.43	1	0	0	1	0	1	1	1		
18	Does the FISC provide personal property support services?	0	1	0	1	6	1.51	1	0	1	1	0	1	1	1		
19	Does the FISC support overseas replenishment of ships or overseas activities?	1	0	1	0	10	2.54	1	0	0	1	1	0	1	0		
20	Does the FISC provide strategic weapons system support?	1	0	0	0	5	1.00	1	0	0	1	0	0	0	0		
21	Does the FISC perform engineering/technical support/cataloging services?	1	0	1	0	5	1.27	1	0	1	1	1	1	1	1		
22	Does the FISC perform repairables management services?	1	0	1	0	7	1.78	1	0	1	1	0	1	1	1		
23	Does the FISC perform non-repairables management services?	1	0	1	0	5	1.27	1	0	1	1	1	1	1	1		
24	Does the FISC provide regional consumer level inventory management services?	1	0	1	0	8	2.03	1	0	1	1	0	1	0	1		
25	Does the FISC provide foreign military sales support?	0	0	0	1	2	0.30	1	0	1	1	0	1	0	0		
26	Does the FISC have retail store operations (Servmart,Shop Store, Ready Supply Store)?	1	0	0	1	7	2.44	1	0	1	1	0	1	1	1		
27	Does the FISC provide publication support?	1	0	0	0	1	0.20	1	0	1	1	1	1	0	1		
28	Does the FISC provide material movement service?	1	0	1	0	4	1.02	1	0	1	0	0	1	1	1		
29	Does the FISC provide provision support to its customers?	1	0	1	0	4	1.02	1	0	1	0	0	1	1	1		
30	Does the FISC provide any special project support using a unique capability?	1	1	0	0	2	0.61	1	0	1	1	0	0	0	0		
31	OPERATIONAL INFRASTRUCTURE	12	12	9	6	0	28.56	26.59	5.74	12.50	19.62	12.53	12.91	5.56	12.55		13.59
32	Is the FISC part of a major fleet concentration?	1	0	0	1	9	3.13	1	0	1	1	0	1	0	1		
33	Does the FISC location provide any strategic or geographic advantages?	1	0	1	0	8	2.03	1	1	1	1	1	1	1	1		
34	Is the FISC within 25 miles of all transportation modes?	0	0	1	1	6	1.21	1	1	1	0	1	1	0	0		
35	Is the FISC serviced by a railroad?	1	1	1	0	4	1.43	1	1	1	1	1	1	0	0		
36	Is the FISC capable of cold iron berthing of general class ships?	0	1	1	0	3	0.47	1	0	0	0	1	0	0	0		
37	Can the FISC berth more than one ship?	0	1	1	0	2	0.31	1	1	0	1	1	1	1	1		
38	Does the FISC have significant excess covered storage?	0	1	1	0	1	0.16	0	1	0	0	1	0	0	1		

FISC Military Value

Calcs	F	H	I	J	K	N	O	R	S	T	U	V	W	X	Y	Z	AA
1		Criteria				BSEC											
2		R	F	M	C	95	MV										
3	QUESTIONS	50	20	10	20	Score	Weight	Norfolk+	Charlesto	Jax	Puget	Oakland	San Diego	Guam	Pearl		Mean
39	Does the FISC possess unique and specialized fuel operations equipment or facilities?	1	1	0	0	7	2.12	1	0	0	1	1	0	0	1		
40	Does the FISC possess unique personal property facilities, warehouse space or equipment?	1	1	0	1	7	3.16	1	0	0	0	0	0	0	0		
41	Does the FISC have access to unique facilities or equipment for container loadout?	1	1	1	0	7	2.50	1	0	0	0	0	0	0	0		
42	Does the FISC have acess to unique facilities or equipment for breakbulk loadout?	1	1	1	0	7	2.50	1	0	0	0	0	0	0	0		
43	Does the FISC possess specialized material movement facilities or equipment?	1	1	0	0	4	1.21	1	0	0	0	0	0	0	0		
44	The average fuel storage capacity out of service has not exceeded 5%?	1	1	0	0	5	1.52	0	1	0	0	0	0	1	0		
45	Does the FISC operate a hazardous material minimization/reuse center?	1	1	0	1	6	2.71	1	0	1	1	1	1	1	1		
46	Does the FISC possess a unique capability for providing CLF overseas support?	1	1	1	1	4	2.02	1	0	0	0	0	0	0	0		
47	Do active duty personnel have reasonable access to medical/dental care?	1	0	0	1	6	2.09	1	1	1	1	1	1	1	1		
48	BASE INFRASTRUCTURE AND INVESTMENT	4	18	3	12	0	7.74	3.52	2.01	3.77	3.27	2.45	2.01	0.75	2.01		2.47
49	Is the FISC clear of any contiguous support requirements (police, security, cafeteria, fire prote	1	1	0	1	1	0.45	0	0	0	0	1	0	0	0		
50	Is average MRP more than 1.7% of CPV over the past 7 years (88-94)?	0	1	0	1	7	1.76	0	0	1	1	0	0	0	0		
51	Capital improvements from 1988 to 1994 exceeded $33 million.	0	1	0	1	6	1.51	1	0	0	1	0	0	0	0		
52	Capital improvements from 1988 to 1994 exceeded $10 million.	0	1	0	1	3	0.75	0	1	0	0	1	1	1	1		
53	Planned non-BRAC capital improvements from 1994-1997 are less than 10% of CPV	0	1	0	1	5	1.26	1	0	1	0	1	1	0	1		
54	Area cost factor is less than 0.9	0	1	0	1	5	1.26	0	1	0	0	0	0	0	0		
55	Area cost factor is between 0.9 and 1.0	0	1	0	1	3	0.75	1	0	1	0	0	0	0	0		
56	EXPANSION, ENCROACHMENT AND ENVIRONMENT	3	11	3	5	0	15.20	6.51	9.40	6.51	12.70	5.88	2.06	1.26	9.38		7.10
57	Are there no encroachments at the base that restrict current operations?	0	1	0	0	6	0.62	1	1	1	0	1	1	1	1		
58	Activity is in an "attainment" or "maintenance" area for CO, Ozone, PM10.	1	1	0	1	10	4.51	0	0	0	1	0	0	1	1		
59	Activity operations or development plans not restricted due to air quality considerations.	1	1	0	0	6	1.82	1	0	1	1	1	0	1	1		
60	Activity operations or development plans have not been restricted due to installation Restorat	0	1	0	0	4	0.41	1	0	1	1	0	1	1	1		
61	National register cultural resources have not restricted operations/development.	0	1	0	1	3	0.75	1	0	1	1	0	0	1	0		
62	Ops/Devel plans not constrained by endangered/threatened species or wetlands.	0	1	0	0	6	0.62	1	1	1	1	1	1	0	1		
63	Unrestricted developable land exceeds 50 acres.	0	1	1	0	8	1.25	1	0	1	0	0	0	1	0		
64	Does the activity have any specific capabilities for handling/disposing of hazardous waste/ma	0	1	0	1	8	2.01	0	0	0	1	1	0	1	0		
65	Is the FISC clear of environmental restrictions for expansion?	0	1	1	0	4	0.63	1	0	1	0	0	0	0	0		
66	Is the FISC clear of any weather impacts?	1	0	1	1	1	0.40	1	1	1	1	1	1	0	1		
67	Is the FISC clear of restrictive explosive quantity standard limitations?	0	1	0	0	4	0.41	0	0	0	1	1	0	0	0		
68	Have environmental enhancements for fuel handling systems exceeded $10 million dollars ov	0	1	0	1	7	1.76	0	1	0	1	0	0	0	0		
69	QUALITY OF LIFE	3	2	0	8	0	8.63	4.09	3.39	5.19	5.69	4.39	3.79	3.72	3.09		3.97
70	Is there sufficient off base housing?	0	1	0	1	4	1.00	1	1	1	1	0	1	0	0		
71	Does the FISC/host base have more than 90% of listed MWR facilities?	0	1	0	1	4	1.00	0	0	0	0	0	0	0	0		
72	Are there educational opportunities at all college levels within a 30 mi radius?	1	0	0	1	4	1.39	1	1	1	1	1	1	1	1		

FISC Military Value

Calcs	F	H	I	J	K	N	O	R	S	T	U	V	W	X	Y	Z	AA
1		Criteria				BSEC											
2		R	F	M	C	95	MV										
3	QUESTIONS	50	20	10	20	Score	Weight	Norfolk+	Charlesto	Jax	Puget	Oakland	San Dieg	Guam	Pearl		Mean
73	Are college education courses available at the FISC/host base?	1	0	0	1	4	1.39	1	1	1	1	0	1	1	1		
74	Do >50% of site military and civilian personnel live within 30 minutes commute?	1	0	0	1	4	1.39	0	1	1	1	0	0	0	0		
75	Is the violent crime rate less than 758 per 100,000?	0	0	0	1	1	0.15	1	0	0	1	0	0	1	1		
76	Is the drug crime rate less than 402 per 100,000?	0	0	0	1	1	0.15	1	1	0	1	0	0	1	1		
77	Is the property crime rate less than 4902 per 100,000?	0	0	0	1	1	0.15	0	0	0	1	0	0	1	0		
78								73.36	25.83	50.26	63.15	37.85	46.39	45.03	48.81		48.8346

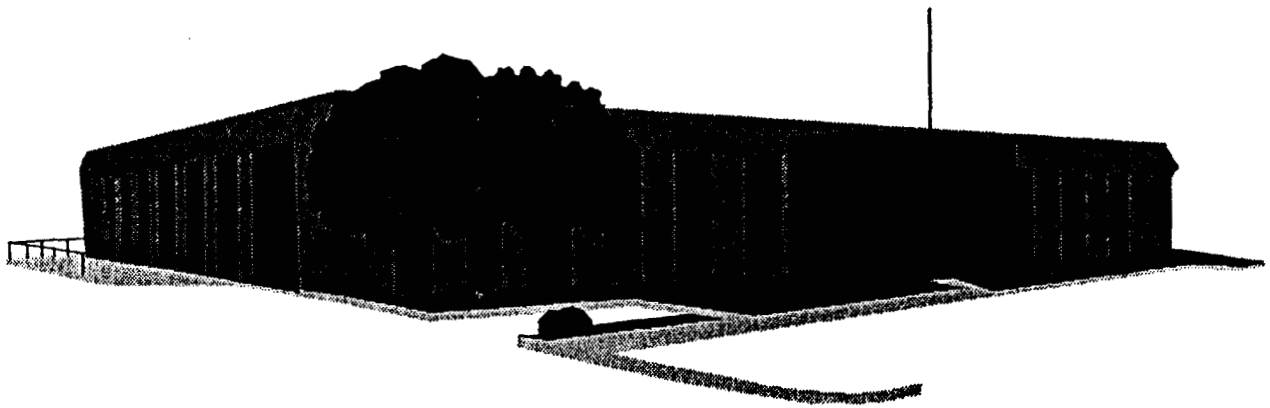
FISC Military Value

Calcs	F	O	R	S	T	U	V	W	X	Y	Z	AA
89		MV										
90	Military Value Area	Weight	Norfolk+	Charlesto	Jax	Puget	Oakland	San Dieg	Guam	Pearl		Mean
91	Operations/Customer Support Services	41.87	32.36	6.34	22.21	27.74	15.58	25.62	21.01	22.79		21.71
92	Operations/Customer Support Services rank		1	8	5	2	7	3	6	4		
93	Operations/Customer Support Services difference from mean		10.65	-15.36	0.50	6.03	-6.12	3.92	-0.70	1.08		
94	Operational Infrastructure	28.56	26.89	8.74	12.60	13.82	12.53	12.91	8.66	12.55		13.59
95	Operational Infrastructure rank		1	7	4	2	6	3	8	5		
96	Operational Infrastructure difference from mean		13.30	-4.84	-0.99	0.23	-1.06	-0.68	-4.93	-1.04		
97	Base Infrastructure and Investment	7.74	3.52	2.01	3.77	3.27	2.46	2.01	0.75	2.01		2.47
98	Base Infrastructure and Investment rank		2	5	1	3	4	5	8	5		
99	Base Infrastructure and Investment difference from mean		1.04	-0.46	1.29	0.79	-0.01	-0.46	-1.72	-0.46		
100	Expansion, Encroachment and Environment	15.20	6.51	3.40	6.51	12.70	5.88	2.05	11.38	8.38		7.10
101	Expansion, Encroachment and Environment rank		4	7	4	1	6	8	2	3		
102	Expansion, Encroachment and Environment difference from mean		-0.59	-3.70	-0.59	5.60	-1.22	-5.05	4.28	1.28		
103	Quality of Life	6.63	4.09	5.33	5.18	5.63	1.39	3.79	3.23	3.08		3.97
104	Quality of Life rank		4	2	3	1	8	5	6	7		
105	Quality of Life difference from mean		0.12	1.37	1.22	1.66	-2.57	-0.17	-0.74	-0.88		
106	Total Military Value	100	73.36	25.83	50.26	63.15	37.85	46.39	45.03	48.81		48.83
107	Overall Rank		1	8	3	2	7	5	6	4		
108	Military Value Differential		24.53	-23.01	1.43	14.32	-10.99	-2.45	-3.81	-0.02		
109			Norfolk+	Charlesto	Jax	Puget	Oakland	San Dieg	Guam	Pearl		

Encl (3)

Fleet and Industrial Supply Centers

Configuration Model Specifications



Approach

- Parameters included:
  - FISC capacity in workyears
  - FY 2001 workyears is requirement
- Objective function:
  - minimize excess capacity

Initial Configuration Model Rules

- Average military value is maintained
- Retain any FISC that supports, at any fleet concentration, at least 50% of major DON functional mission areas (aviation, surface, sub-surface, depot, USMC ground)

Model Output Measures

- FISCs open or closed

Generation of Alternatives

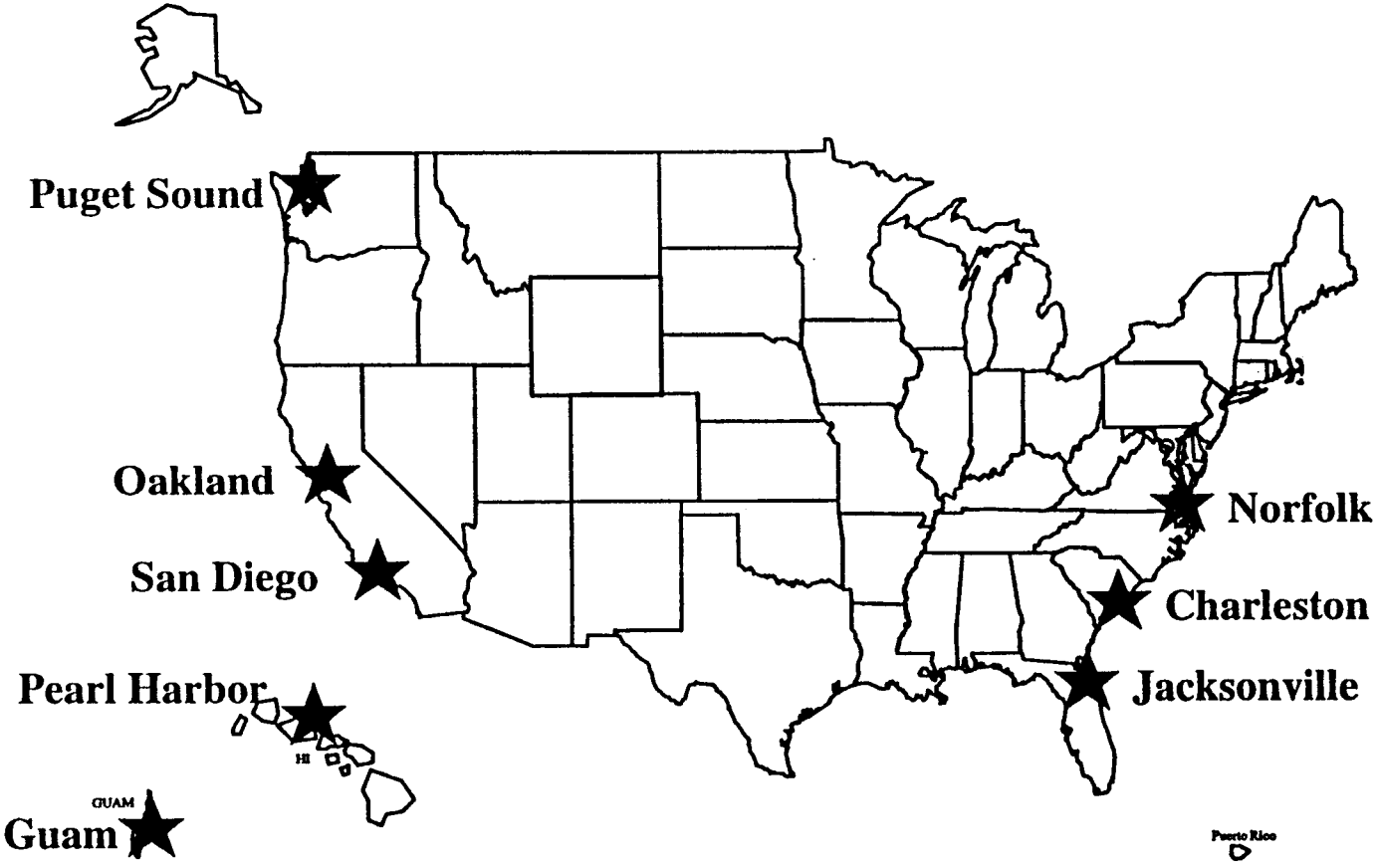
- Model allows the generation of three solution sets
  - Best solution-for a given set of constraints and data
  - Next best-obtained by excluding the first solution
  - Third best-obtained by excluding the first two solutions

Sensitivity Analysis

Sensitivity analyses can accommodate

- Reduce requirement by:
  - 10%
  - 20%
- Increase requirement by:
  - 10%

FISCs



Fleet and Industrial Supply Centers

FISC Characteristics

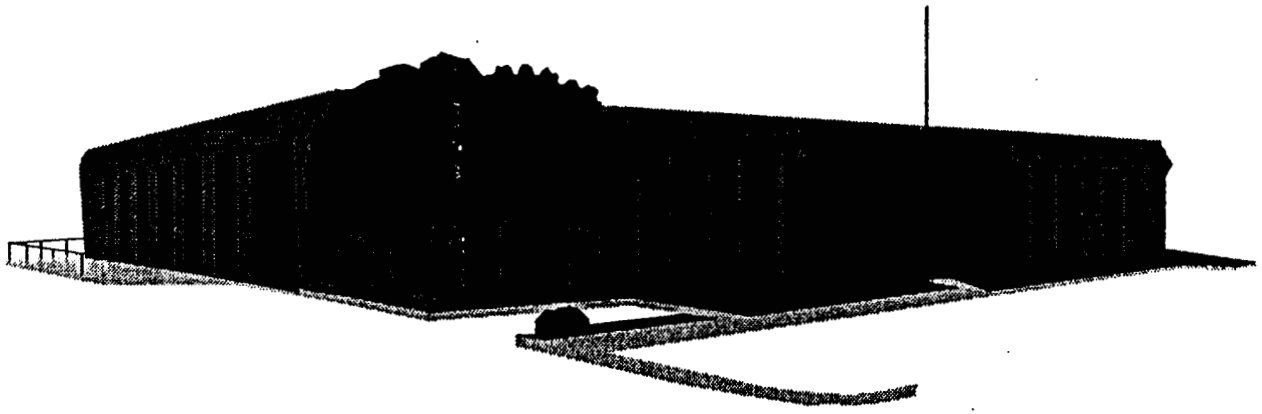
FISC	Workyear Capacity	Military Value
Norfolk	3296	73.36
Puget Sound	606	63.15
Jacksonville	588	50.26
San Diego	852	47.64
Pearl Harbor	668	48.81
Guam	413	45.03
Oakland	2017	42.84
Charleston	1100	25.83

Encl (1)

Fleet and Industrial Supply Centers

Configuration Model

Results



Initial FISC Model Output

- 5 FISCs remain open (Jax, Norfolk, Pearl, Puget, San Diego)
- 3 FISCs closed (Chasn, Guam, Oakland)
- Initial average military value: 49.62
- Final average military value: 56.64
- 1700 excess workyears retained

Second FISC Solution Output

- 6 FISCs remain open (Guam, Jax, Norfolk, Pearl, Puget, San Diego)
- 2 FISCs closed (Chasn, Oakland)
- Initial average military value: 49.62
- Final average military value: 54.71
- 2113 excess workyears retained by model

Third FISC Solution Output

- 6 FISCs remain open (Chasn, Jax, Norfolk, Pearl, Puget, San Diego)
- 2 FISCs closed (Guam, Oakland)
- Initial average military value: 49.62
- Final average military value: 51.51
- 2800 excess workyears retained by model

Fleet and Industrial Supply Centers Modeling Results

16 November 1994

Option	Norfolk	Puget	Jax	SanDiego	Pearl	Guam	Oakland	Chasn	% Excess	AVG MV
Primary									28%	56.64
Second									33%	54.71
Third									39%	51.51
Up 10%									28%	56.64
Second									33%	54.71
Third									39%	51.51
Down 10%									28%	56.64
Second									33%	54.71
Third									39%	51.51
Down 20%									28%	56.64
Second									33%	54.71
Third									39%	51.51

Note: % excess is based on constant (FY 2001) requirement

=closed Initial avg MV = 49.62

Rules Applied to the Model

1. Average military value is maintained

2. Retain any FISC that supports, at any fleet concentration, at least 50% of major DON functional mission areas (aviation, surface, sub-surface, depot, USMC ground)

< CONFIRMATION REPORT >

06-20-1995(TUE) 11:14

[RECEIVE]

NO.	DATE	TIME	DESTINATION	PG.	DURATION	MODE	RESULT
357	6-20	11:13	510 302 4800	2	0°01'24"	NORM.E	OK
				2	0°01'24"		

URGENT

FAX COVER SHEET
FISC OAKLAND
BLDG 321-1

FAX: (510) 302-4800
DSN 672-4800

DATE: 20 JUNE 95	NUMBER OF PAGES INCLUDING COVER SHEET: 2
TRANSMISSION TO: MR. DAVID EPSTEIN	TRANSMISSION FROM: CDR KASO
CODE: BRAC COMMISSION	CODE: FISCO XO
TELEPHONE NUMBER:::: 0550 (703) 696-0504	TELEPHONE NUMBER: (510) 302-5201

REMARKS:

Pass to Capt Bailey.

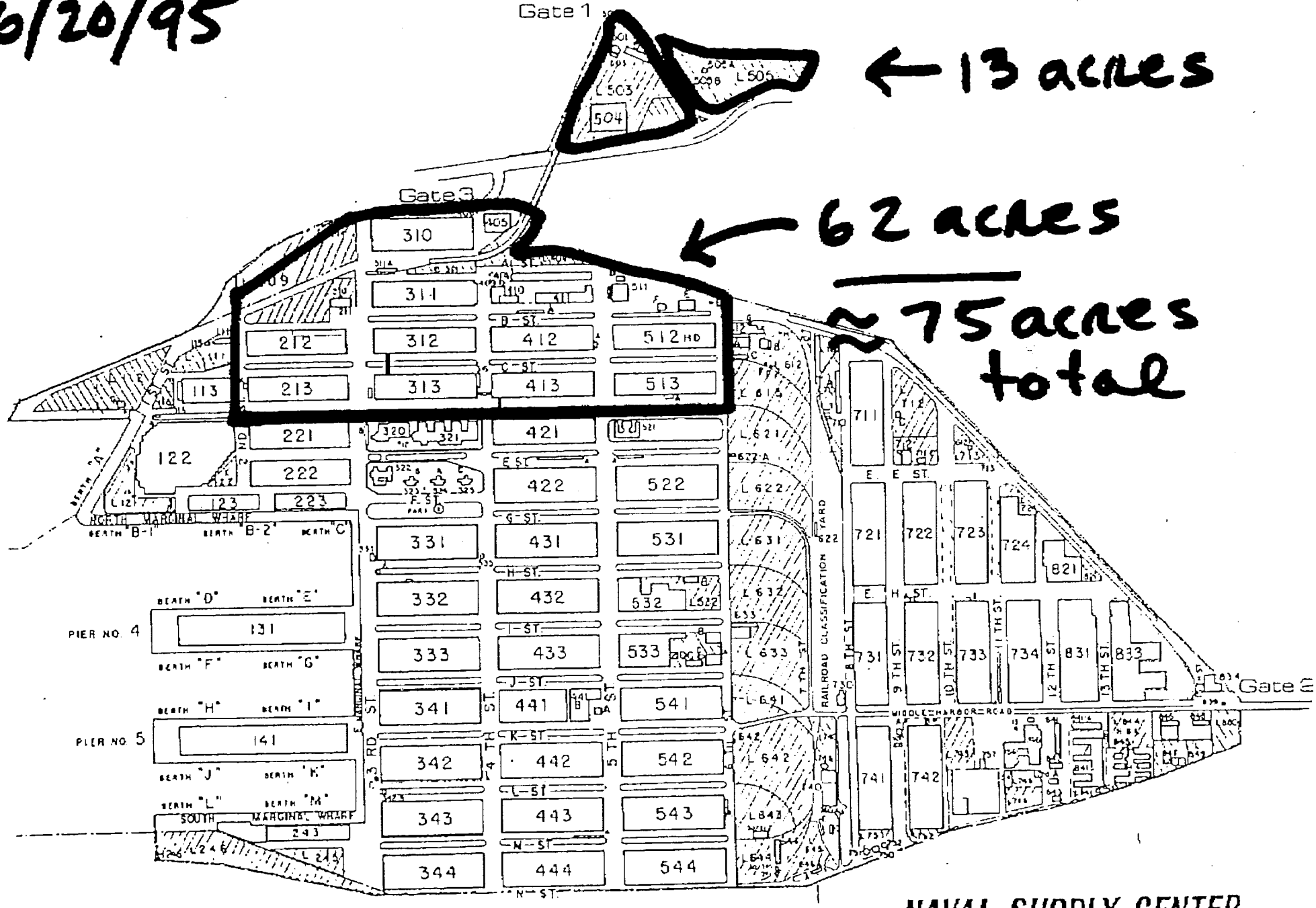
Attached is map only of Phase II. Note that it is actually 75 acres (not 45). This number was always approximated until yesterday when engineers started "meets & bounds", using LAT/LONG.

(Capt: you need to change ~~ed~~ script in AMR to reflect 75 vice 45.

MR Kaso)

URGENT

6/20/95



ENCLOSURE(/)

NAVAL SUPPLY CENTER
OAKLAND

page 2

DAVID

U.S. Department of Transportation
Maritime Administration

Administrator

400 Seventh Street, S.W.
Washington, D.C. 20590

June 14, 1995

Please refer to this number when responding 950515-19R1

The Honorable Alan J. Dixon
Chairman
The Defense Base Closure and Realignment Commission
1700 North Moore Street, Suite 1425
Arlington, VA 22209

Dear Mr. Dixon:

Please refer to your letter numbered 950515-19, in which you requested the Maritime Administration's (MARAD) views on the proposed closures of the Bayonne and Oakland military ocean terminals and the capability of commercial port facilities to absorb military shipping requirements both in peacetime and during a mobilization.

As a result of the drawdown in the military and increasing commercial cargoes in our ports, MARAD has been working very closely with the military to assure them of available port facilities to meet their shipping needs. As a result, my agency is currently developing a computerized port demand model to help identify (1) excess commercial port capacity and (2) the cost of a disruption to commercial cargo generated by military shipping requirements. The Military Traffic Management Command is cooperating with us on this project and has requested that the ports of New York, Oakland and Savannah be intensively studied as prime validation sites for our model. The results of this project should be available by the end of this year.

Furthermore, my staff met with Mr. Rick Brown on May 22, 1995. The existing Planning Order process administered by MARAD with commercial ports as it relates to these activities was discussed as well as the current actions we are taking with the MTMC to assure that its commercial port facility requirements will be met.

If you need additional information, please contact Bill Aird in our Office of Ports and Domestic Shipping at (202) 366-1901. Thank you for contacting MARAD on this important issue.

Sincerely,

Joan B. [illegible]
for A. J. Herberger
Maritime Administrator

DEPARTMENT OF THE NAVY
OFFICE OF THE SECRETARY
1000 NAVY PENTAGON
WASHINGTON, D.C. 20350-1000

LT-0794-F15
BSAT/DMW
14 June 1995

Honorable Alan J. Dixon
Chairman, Defense Base Closure
and Realignment Commission
1700 North Moore Street
Suite 1425
Arlington, VA 22209

Dear Chairman Dixon:

As requested, we have conducted a COBRA analysis on the closure of FISC Oakland that relocates MSCPAC and DFAS to the Oakland Army Base. In conducting this analysis, we noted some corrections to BOS costs and personnel that needed to be made to the original DON scenario on the closure of FISC Oakland. Consequently, we are also forwarding a revised version of our original FISC Oakland COBRA analysis. A copy of the COBRA output reports, Scenario Development Data Call response and electronic copy of the COBRA data files are attached to this letter. Please note that in order to provide you the most timely response possible, we are forwarding an advance copy of the certified Scenario Development Data Call response used to conduct our COBRA analysis. We will forward a final copy of the data call response, with any attendant changes, certified through the entire chain of command, as soon as we receive it.

The following table highlights the differences in costs and savings associated with the two FISC scenarios.

COBRA Analyses: Commission and DON FISC Scenarios

Option	ROI Years	One-Time Costs	Steady State Savings	20 Year NPV Savings
DON Scenario (Revised):	Immediate	$23.0	$12.6	$150.7
Commission Alternative:	7 Years	$61.6	$7.6	$49.2

(all figures shown in $ millions)

While both scenarios do obtain a return on investment, the Department of the Navy still believes that, given the cumulative job loss in the state of California resulting from BRAC-95 and prior round BRAC actions, that FISC Oakland should not be closed.

In accordance with Section 2903(c)(5) of the Defense Base Closure and Realignment Act of 1990, and in consideration of the comments noted above, I certify the information

provided to you in this transmittal is accurate and complete to the best of my knowledge and belief.

I trust the information provided satisfactorily addresses your concerns. As always, if I can be of any further assistance, please let me know.

Sincerely,

Charles P. Nemfakos
Vice Chairman
Base Structure Evaluation Committee

Attachments

Department of the Navy
Base Structure Analysis Team

BRAC-95 Defense Base Closure and Realignment Commission (BCRC) - Requested Scenario Development Data Call Tasking

URGENT *** 48 Hour Turnaround Required *** URGENT

Date: 5 June 1995

To:	Name: ~~Major Chuck Fletcher~~ To Joseph Vallone 12 June 95 Org: Army TABS Office: 697-1765 Fax: 693-9322

The Defense Base Closure and Realignment Commission has requested that we conduct additional Cost of Base Realignment Actions (COBRA) analyses. Consequently, your assistance is required for the following scenario.

This fax consists of two parts. The first part, beginning on the next page, is a listing of activities under your cognizance which are impacted as a result of closure/realignment alternatives currently under consideration by the Department of the Navy. These activities reflect either:

(a) tenant activities which will need to be relocated from one of our installations, or,

(b) an installation of yours which is identified as a receiving site for transferring Department of the Navy personnel/functions.

The second part of this fax is a blank data call format, which should be completed for each of the identified activities. Please note that a certification form is provided as the last page of this data call format.

Please also provide a copy of COBRA Static Data (Screen 4) for each receiving site as a part of your response.

A response is requested within 48 hours, consistent with our internal process for gathering scenario development data. Responses can be faxed to Base Structure Analysis Team (BSAT) at (703) 756-2172. An alternate fax number is (703) 756-2174. If you have any questions, please call CAPT Rose at (703) 681-0487.

Please refer to Control Number CR95-010 in your response.

Number of Pages (including cover page): 5

PORT FACILITIES ANALYSIS

STUDY CANDIDATE: PO3

OPTION DESCRIPTION: Navy and DFAS to Oakland Army Base

Population Summary: Attached Stationing moves Navy MSCPAC and DFAS to Oakland Army Base. Navy/DFAS population: 46 Military and 1156 Civilians.

Analysis:

FCG	FCG Description	DFAS Rqt	Navy MSC Rqt	Total Rqt	Excess Assets	Delta
61050	GP Admin	127 KSF	150 KSF	277 KSF	126 KSF	-151 KSF
44200	GP Warehouse	0 KSF	226 KSF	226 KSF	505 KSF	279 KSF
85210	Parking	24 KSY	16 KSY	40 KSY	7 KSY	-33 KSY
	Container Storage	0 KSF	10 KSF	10 KSF	See NOTE 2	

Conclusion: Analysis shows adequate SF for warehouse and probably container storage. However, a deficit of SF for GP Admin and SY for Parking indicate construction ($36.1M) would be necessary.

NOTE 1: Parking spaces converted at 40 SY/space per AEI.

NOTE 2: HQRPLANS does not compute Container Storage, but 3,636 feet of berthing are available at Oakland. This may support the container storage requirement.

NOTE 3: Other post-Army departure excess assets:

AFH	642 FA (on/off post)
Barracks	28 SP
CDC	1,000 SF
Phys Fit Ctr	40,000 SF

NOTE 4: Although TABS indicates no buildable acreage at Oakland, construction cost for 151 KSF of GP Admin would be $33.5M and 33 KSY of Parking $2.6M.

*ROUGH EST. ONLY NOT OOBRA COST,

Sources: March 1995 HQRPLANS (Dec 94 HQIFS Data)

Department of the Navy Scenario Development Data Call Tasking

BRAC-95 Commission Requested Scenario Development Data Call Tasking

Scenario: Close FISC Oakland; relocate MSCPAC and DFAS to Oakland Army Base

1. Transferring Personnel:

MSCPAC:
- Officers: 26
- Enlisted: 19
- Military Students: 0
- Civilians: 2625 (including 2,218 civilian mariners)

will not be housed at Oakland Army

DFAS:
- Officers: 1
- Enlisted: 0
- Military Students: 0
- Civilians: 749

2. General Facility Requirements (proportionate to population increase):

Child care, fitness facilities, military housing, bachelor quarters, messing, commissary, exchange, etc.

3. Specific Facility Requirements (see attached page(s)).

MSCPAC:
- Office Space: 127,135 sf
- Warehouse space: 226,483 sf (contains 201,000 cubic feet of stores equipment/material)
- Container Storage yard: 10,000 sf
- Parking space: 400 spaces

DFAS:
- Office space: 150,000 sf
- Parking space: 600 spaces

Department of the Navy Scenario Development Data Call Tasking

1. Scenario Identification Data. Identify, in the table below, the Control number associated with this data request and the name and location of the receiving location.

Control Number:	CR95-010
Gaining Base:	Close FISC Oakland - relocate tenants to Oakland Army Base

2. Receiving Site Military Construction Cost Data. Identify any construction requirements associated with this transfer. If any costs are provided for standard categories of construction, show these costs in the Comments column.

Category (Unit)	New Construction Requirement	Rehabilitation Requirement	Comment
Horizontal (SY)	33,000 SY		PARKING
Berthing (Waterfront) (FB)			
Air Maint (Air Ops)(SF)			
Other Operations (SF)			
Administrative (SF)	151,000 SF		
Training (School Bldgs) (SF)			
Maintenance (SF)			
Bachelor Quarters (SF)			
Family Housing (Units)			
Supply/Storage (SF)			
Dining Facilities (SF)			
Pers. Supp (Recreation)(SF)			
Communications (SF)			
Ship Maintenance (SF)			
RDT&E (SF)			
POL Storage (BL)			
Ammo Storage (SF)			
Medical Facilities (SF)			
Environmental	$	$	
Other: - - -	 $ $ $	 $ $ $	

Department of the Navy Scenario Development Data Call Tasking

3. Other Costs/Savings Associated with the Scenario. Use the following table to identify any other one-time or recurring costs/savings associated with this transfer. Please also provide a brief description/explanation of any costs/savings identified.

Gaining Base Name:								
		1996	1997	1998	1999	2000	2001	Total
a.	One-Time Unique Costs							
b.	One-Time Unique Savings							
c.	Environ. Mitigation							
d.	Misc. Recurring Costs							
e.	Misc. Recurring Savings							
f.	Land Purchases							

CURRENTLY NONE KNOWN

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 Help  File  DataBase  Input Data  Reports  Windows  Quit             11:20:02
èë[±]ëëëëëëëëëëëëëë Screen Four - Base Information (Static) ëëëëëëëëëëëëëëëëëëë£
¤ Base:  TERMINAL OAKLAND, CA                                                  ¤
¤     Total Officers (1995): 30            RPMA Non-Payroll ($K/Yr):     1959  ¤
¤     Total Enlisted (1995):        35  Communication Costs ($K/Yr):        0  ¤
¤     Total Students (1995):         0         BOS Non-Payroll ($K/Yr):   12638  ¤
¤    Total Civilians (1995):       964             BOS Payroll ($K/Yr):     128  ¤
¤                                        Fam Housing Costs ($K/Yr):      2029  ¤
¤    % Mil Families On Base:      66.7 %                                       ¤
¤   % Civs Not Will to Move:       6.0 %             Area Cost Factor:   1.37  ¤
¤                                                                              ¤
¤  Off Housing Units Vacant:         0    CHAMPUS In-Patient($/Vis):        0  ¤
¤  Enl Housing Units Vacant:         0   CHAMPUS Out-Patient($/Vis):        0  ¤
¤    Total Facilities (KSF):      3331    CHAMPUS Shift to Medicare:      0.0 %¤
¤                                                                              ¤
¤      Officer VHA ($/Month):      521               Activity Code: 6605       ¤
¤     Enlisted VHA ($/Month):      370                                         ¤
¤                                       [ ] Homeowner Assistance Program       ¤
¤       Per Diem Rate ($/Day):     113   [ ] Unique Activity Information       ¤
¤    Freight Cost ($/Ton/Mi):     0.07                                         ¤
¤                                                                              ¤
¤                                    Next    É      Previous É         Done   É ¤
¤                                  ôôôôôôôôôôô     ôôôôôôôôôôô     ôôôôôôôôôôô ¤
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 ESC-Close window  F1-Help   PO2-2A   COBRA v5.08, R&K Engineering, Inc, 1991-4
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*COBRA SCREEN-4 @ OAKLAND.

Department of the Navy Scenario Development Data Call Tasking

4. Certification. Please sign the attached certification form and return this certification with your response. The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

JOSEPH VALLONE
NAME (Please type or print)

Joseph S. Vallone
Signature

ENGR. ANALYST
Title

12 JUNE 95
Date

DACS-TABS
Activity

FAX COVER SHEET

Commander John J. Kaso
Executive Officer
Fleet & Industrial Supply Center
250 Executive Way
Oakland, CA 94625-5000
Office (510) 302-5201 or A/V 672-5201
Fax (510) 302-5122 or A/V 672-5122

Number of Pages: 8 (*Including Cover Sheet*)

TO: MR DAVID EPSTEIN
BRAC COMMISSION, NAVY

REMARKS: David: This is what EFA West provided on a description of "parcel 5." A legal description is not possible w/out a physical survey, which has been ordered by me but will not be done for some time. I trust this will suit your purposes. Please feel free to call me/or Ed Blumenberg directly at EFA West.

FAX

Date: 6/20/95

EFA WEST
Naval Facilities Engineering Command
Base Conversion Team (Code 60)

From: LT Mike Blumenberg (Code 60C)
FISCO/NCEL Base Closure Manager/Utilities Transfer Team
Phone: (415) 244-3044 Fax: (415) 244-3010 DSN: 494-X

To: LT BERGAN

Phone: _____ Fax: _____

Subject: PARCEL 5/5A

Total number of pages, including this cover sheet: 7

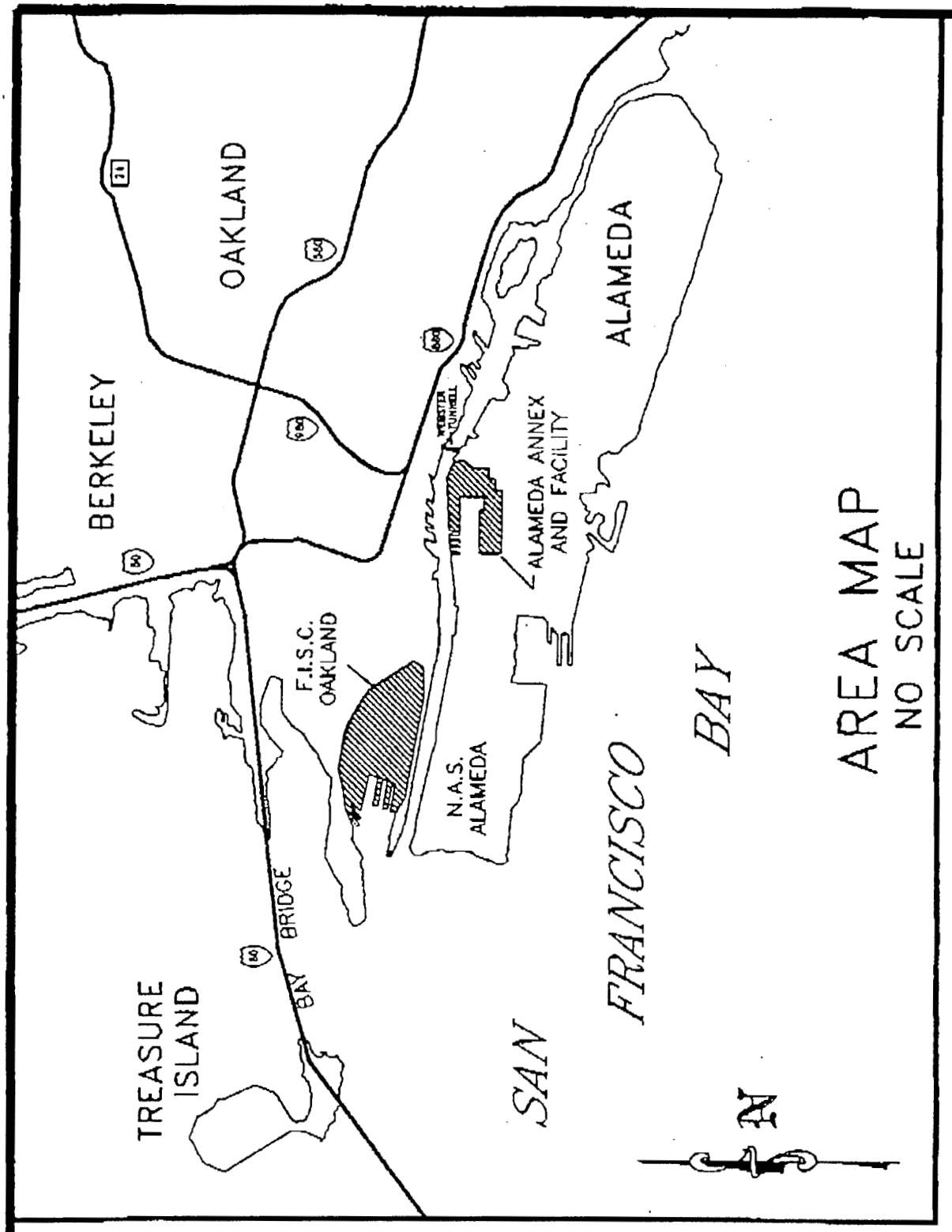
Remarks:
attached is verbal description and maps for Parcels 5 + 5A, and preliminary traverse data for 5. Acreage should be very close.

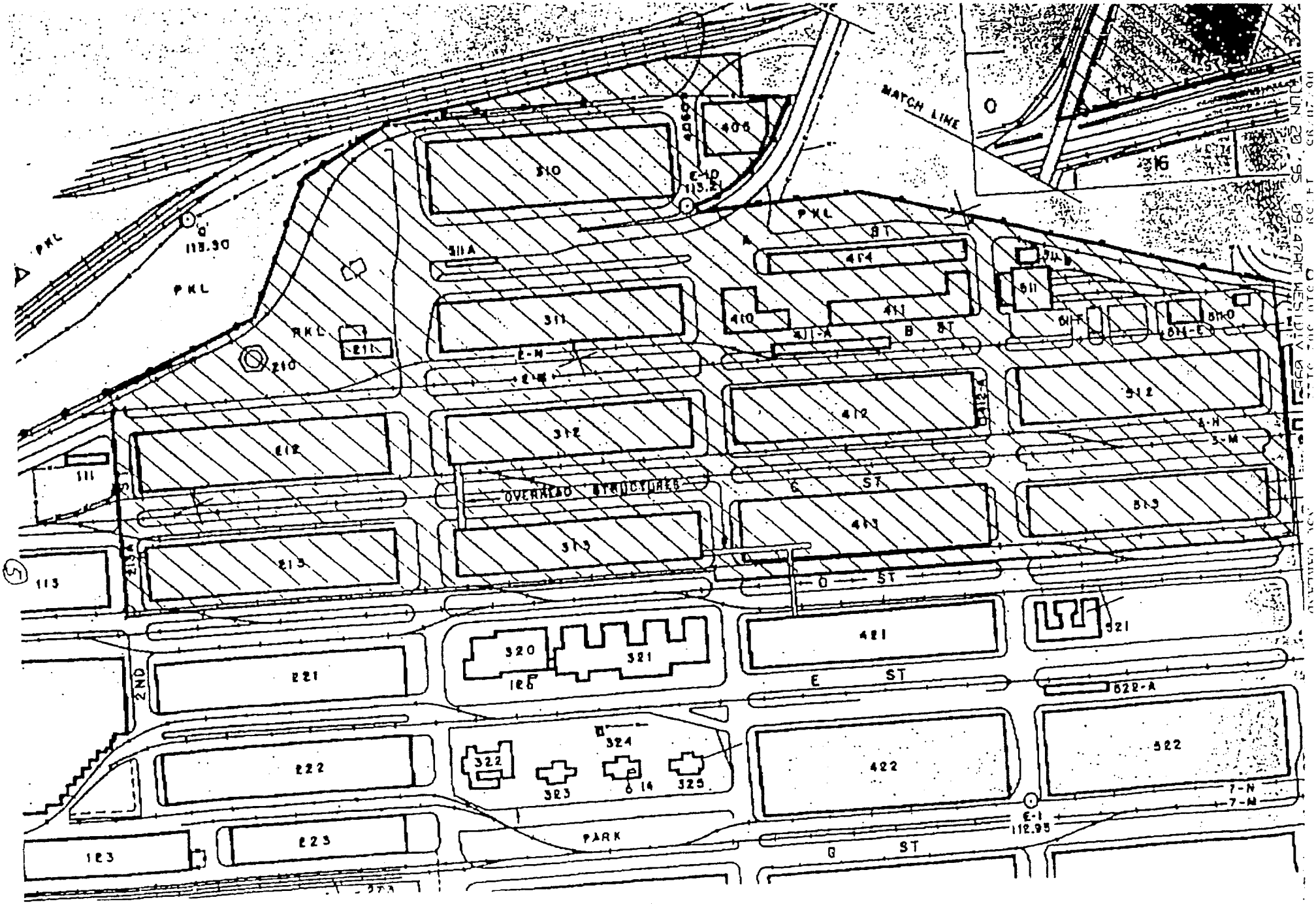
Mike

(2)

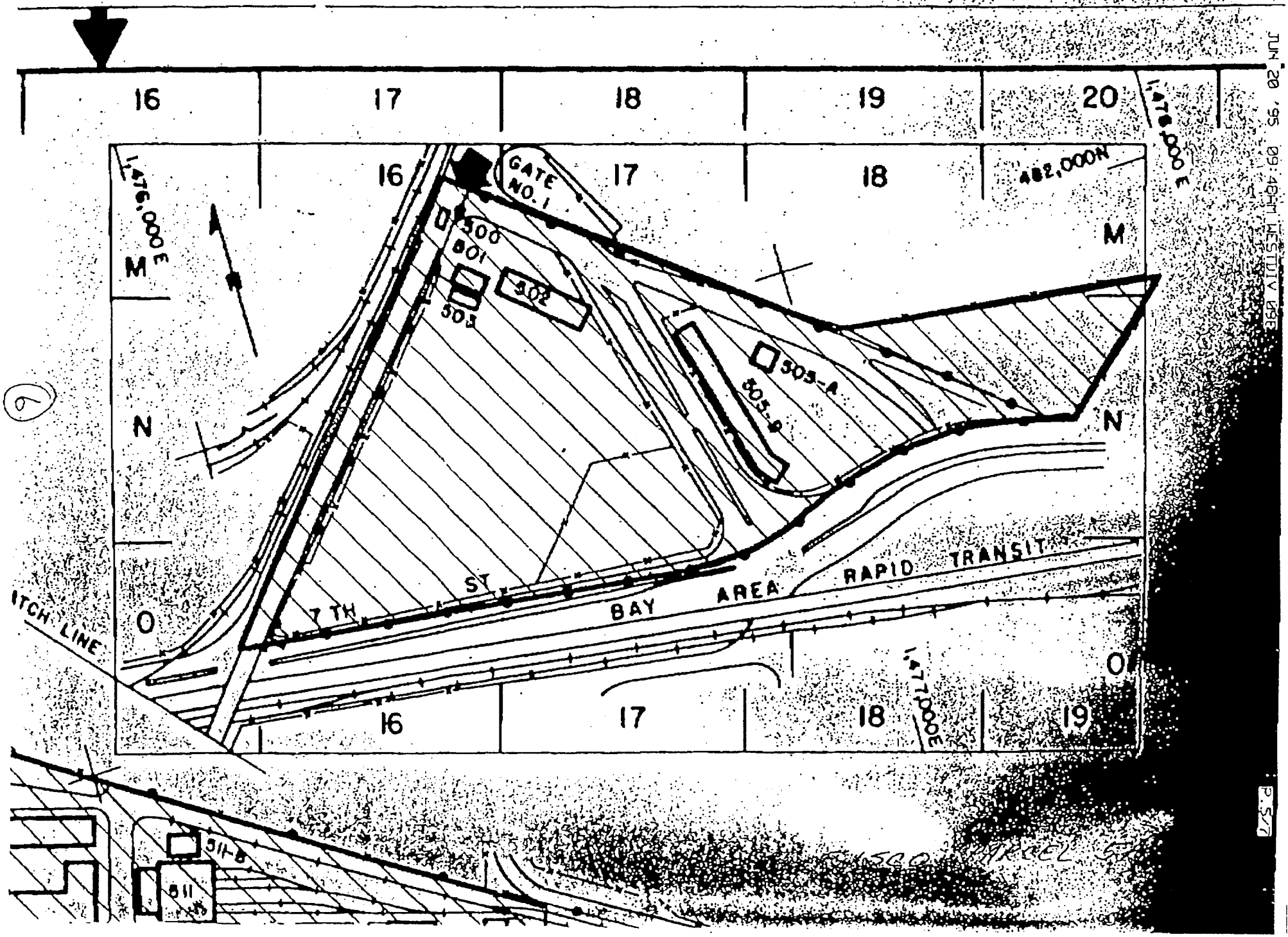
DESCRIPTION OF PARCELS 5 AND 5A AT FISC OAKLAND

Property at the Fleet & industrial Supply Center, Oakland (FISCO), identified as Parcels 5 and 5A, comprising approximately 64.5 acres and 13.2 acres, respectively, for a total of 77.7 acres, more or less. Said Parcel 5 is located in the northerly portion of FISCO bounded on the west by Second Street, on the east by 6th Street, on the south by "D" Street, and on the north by the FISCO boundary line. Said Parcel 5A is a triangular parcel of land lying approximately 600 ft northerly of the main FISC site. It is bounded on the northwest by Maritime Street, the south by 7th Street and Bay Area Rapid Transit (BART), and on the northeast by the Oakland Army Base. The main gate to FISCO is located at the northwesterly corner of Parcel 5A, and is connected to the FISCO main site Parcel 5 by an overpass crossing 7th Street. The exact boundaries of Parcels 5 and 5A will be determined by survey.


BERKELEY
OAKLAND
ALAMEDA
ALAMEDA ANNEX AND FACILITY
F.I.S.C. OAKLAND
N.A.S. ALAMEDA
TREASURE ISLAND
BAY BRIDGE
SAN FRANCISCO BAY
AREA MAP
NO SCALE
N



F 1500 PARCEL 5


16
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1,476,000 E
482,000N
GATE NO. 1
500
501
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503
303-A
303-B
M
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O
7TH ST
BAY AREA RAPID TRANSIT
ITCH LINE
1,477,000E
311-B
311

6

TRAVERSE PC Date:6-20-1995 Time:9:12 File:C:\TRAVERSE\NSCPFIVE.TRV

Survey: Untitled PRELIMINARY

Traverse Name	First 2 Points		#Pts	Tag
NSC - PARCEL 5 (5A NOT INCLUDED)	1	2	18	

TRAVERSE PC Date:6-20-1995 Time:9:12 File:C:\TRAVERSE\NSCPFIVE.TRV

Survey: Untitled
Traverse: NSC - PARCEL 5
DF=1.000000000

	Pt	Northing	Easting	Bearing	SlopeDi	Zenith	FieldAngle
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	2	9405.03051	19825.6116				
				N73½39'44"W	1440.00	90½00'00"	270½00'06"
	3	9810.10178	18443.7587				
				N16½20'10"E	25.000	90½00'00"	269½59'54"
	4	9834.09248	18450.7905				
				N73½39'44"W	1460.00	90½00'00"	90½00'06"
	5	10244.7897	17049.7453				
				N16½20'16"E	560.000	90½00'00"	270½00'00"
	6	10782.1769	17207.2730				
				N85½00'00"E	400.000	90½00'00"	248½39'44"
	7	10817.0392	17605.7509				
				N38½00'00"E	340.000	90½00'00"	133½00'00"
	8	11084.9629	17815.0758				
				N63½48'59"E	301.045	90½00'00"	205½48'59"
	9	11217.7986	18085.2294				
				S81½56'44"E	710.000	90½00'00"	214½14'17"
	10	11118.3176	18788.2255				
				S77½18'22"E	178.000	90½00'00"	184½38'22"
	11	11079.2035	18961.8748				
				S19½08'16"W	150.990	90½00'00"	276½26'38"
	12	10936.5583	18912.3741				
				S71½51'44"E	167.880	90½00'00"	89½00'00"
	13	10884.2967	19071.9123				
				S44½28'20"W	117.460	90½00'00"	296½20'04"
PC	14	10800.4784	18989.6241				
				S62½47'26"W	238.400	90½00'00"	198½19'06"
PT	15	10691.4713	18777.6052				
				S 3½00'00"E	15.040	90½00'00"	114½12'34"
	16	10676.4519	18778.3923				
				S75½50'44"E	382.900	90½00'00"	107½09'16"
	17	10582.8189	19149.6675				
				S55½34'24"E	1030.89	90½00'00"	200½16'20"
	18	10000.0000	20000.0000				

TRAVERSE PC Date: 6-20-1995 Time: 9:12

Traverse NSC - PARCEL 5

ERROR SUMMARY: TRAVERSE SUMMARY:

Relative 1 : 0 (0.00)
Angular
Linear 0.000 ft
*Northing 0.000 ft
*Easting 0.000 ft
*Elevation 0.000 ft
*NorthAz 0½00'00"

* from correct pt
to closing pt

Closed Loop
Length: 8141.720 ft
Points: 18
Area: 2812274.648 sqft
64.561 acres

TRAVERSE ADJUSTMENTS:
None

CLOSING POINTS:

		Northing	Easting	Elevation
Initial Pt	1	10000.00000	20000.00000	0.00
Closing Pt	18	10000.00000	20000.00000	0.00
Correct Pt	1	10000.00000	20000.00000	0.00

TRAVERSE PC Date:6-20-1995 Time:9:14 File:C:\TRAVERSE\NSCPFIVE.TRV

Survey: Untitled

Traverse Name	First 2 Points		#Pts	Tag
NSC - PARCEL 5	1	2	18	

TRAVERSE PC Date: 6-20-1995 Time: 9:16

Traverse NSC - PARCEL 5

ERROR SUMMARY:
Relative 1 : 0 (0.00)
Angular
Linear 0.000 ft
*Northing 0.000 ft
*Easting 0.000 ft
*Elevation 0.000 ft
*NorthAz 0½00'00"

* from correct pt
to closing pt

TRAVERSE SUMMARY:
Closed Loop
Length: 8141.720 ft
Points: 18
Area: 2812274.648 sqft
64.561 acres

TRAVERSE ADJUSTMENTS:
None

CLOSING POINTS:

		Northing	Easting	Elevation
Initial Pt	1	10000.00000	20000.00000	0.00
Closing Pt	18	10000.00000	20000.00000	0.00
Correct Pt	1	10000.00000	20000.00000	0.00

TRAVERSE PC Date:6-20-1995 Time:9:17 File:C:\TRAVERSE\NSCPFIVE.TRV

Survey: Untitled

1-06-0051-024

BRAC IS AN OPPORTUNITY

DEPARTMENT OF THE ARMY
OFFICE OF THE CHIEF OF STAFF

THE ARMY BASING STUDY

TO: BSAT DAVE WENNERGREN	HQDA, DACS-TABS THE PENTAGON, ROOM 2A684 WASHINGTON, DC 20310-0200	DATE-TIME-GROUP 6-1730-DEC
POC: MAJ CHUCK FLETCHER	VOICE TELEPHONE : DSN 225-8921/COM (703) 697-6262 TABS FAX TELEPHONE: (703) 693-9322 / DSN 223-9322	NUMBER OF PAGES 2 + HEADER

REMARKS:

PARTIAL RESPONSE TO NAVY DATA CALLS.

CHUCK

4. Scenario Identification Data.

Control Number:	Army-008
Gaining Base:	Enclave/Oakland Army Base

Response.

The Army National Guard activity (HHD 49th MP Brigade) located on the Naval Industrial Fleet Supply Center in Oakland, CA will most likely remain in the Oakland, CA area. **For the purpose of cost analysis only**, the following (in order of preference) reasonably estimates the costs associated with the move:

a. Allow HHD 49th MP Brigade to retain building T-901 on NIFSC, approximately 34,600 square feet. No additional costs incured with this scenario.

b. Relocate this unit to Oakland Army Base, Oakland, CA.

Additional costs:

Moving costs for a local move (less than 50 miles).

Construction Requirements: Renovation of 34,000 suare feet of "Other Operations" Buildings.

Certification. Please sign the attached certification form and return this certification with your response. The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

CHARLES V. FLETCHER
NAME (Please type or print)

Charles V. Fletcher
Signature

OPERATIONS ANALYST
Title

6 DEC 1994
Date

THE ARMY-BASING STUDY
Activity

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CHARLES V. FLETCHER
NAME (Please type or print)

Charles V. Fletcher
Signature

OPERATIONS ANALYST
Title

6 DEC 1994
Date

THE ARMY-BASING STUDY
Activity

THE NEW BASE X NUMBERS

Name: BASE X, US

Total Officer Employees:	752	RPMA Non-Payroll ($K/Year):	11,891
Total Enlisted Employees:	4,208	Communications ($K/Year):	1,514
Total Student Employees:	1,121	BOS Non-Payroll ($K/Year):	29,982
Total Civilian Employees:	2,709	BOS Payroll ($K/Year):	21,877
Mil Families Living On Base:	55.0%	Family Housing ($K/Year):	8,151
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.09
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	6,091	CHAMPUS Shift to Medicare:	0.0%
Officer VHA ($/Month):	178	Activity Code:	BASEX
Enlisted VHA ($/Month):	132		
Per Diem Rate ($/Day):	101	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

BRAC IS AN OPPORTUNITY

DEPARTMENT OF THE ARMY
OFFICE OF THE CHIEF OF STAFF

THE ARMY BASING STUDY

TO: DAVE WENNERGREN NAVY BSAT	HQDA, DACS-TABS THE PENTAGON, ROOM 2A684 WASHINGTON, DC 20310-0200	DATE-TIME-GROUP 12-0730-DEC 94
POC: MAJ CHUCK FLETCHER	VOICE TELEPHONE: DSN 225-8921/COM (703) 697-6262 TABS FAX TELEPHONE: (703) 693-9322 / DSN 223-9322	NUMBER OF PAGES 3 + HEADER

REMARKS: DAVE –

MORE SCREEN 4's.

RUCKER & MONMOUTH SHOULD BE DONE TODAY.

GOT YOU LIST, WE HAVE RECEIVED ALL YOUR DATA REQUESTS.

I AM RE-SENDING OUR REPLY TO ARMY-009.

CHUCK

I certify that the information contained herein is accurate and complete to the best knowledge and belief.

CHARLES V. FLETCHER NAME (Please type or print)	Charles V. Fletcher Signature
OPERATIONS ANALYST Title	12 DEC 94 Date
THE ARMY BASING STUDY Activity	

Response to Department of the Navy Scenario Development Data Call Taskings

1. Scenario Identification Data.

Control Number:	Army-009
Gaining Base:	Navy Base GUAM

Response.

The MTMC unit stationed in GUAM NAS has a regional support mission and would most likely remain on Guam. **For the purpose of cost analysis only**, the following reasonably estimates the costs associated with the move:

Relocate this activity to another Navy facility on Guam. Allow the activity to occupy excess permanent facilities similar to what it is currently occupying.

BRAC IS AN OPPORTUNITY

DEPARTMENT OF THE ARMY
OFFICE OF THE CHIEF OF STAFF

THE ARMY BASING STUDY

TO: BSAT DAVE WENNERGREN	HQDA, DACS-TABS THE PENTAGON, ROOM 2A684 WASHINGTON, DC 20310-0200	DATE-TIME-GROUP 6 – 1730 – DEC
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POC: MAJ CHUCK FLETCHER		

REMARKS:

PARTIAL RESPONSE TO NAVY DATA CALLS.

CHUCK

1-02-0025-007
1-02-0032-009 } SUBJECT SD
1-02-0032.010

DEPARTMENT OF THE NAVY
OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20350-1000

LT-0765-F15
BSAT/DW
18 May 1995

Honorable Alan J. Dixon
Chairman, Defense Base Closure
and Realignment Commission
1700 North Moore Street
Suite 1425
Arlington, VA 22209

Dear Chairman Dixon:

The response to questions asked by Mr. Alex Yellin of your staff, on 15 May 1995, concerning COBRA analyses for Department of the Navy activities added by the Defense Base Closure and Realignment Commission to the list of potential closure/realignment candidates, is attached.

I trust the information provided satisfactorily addresses your concerns. As always, If I can be of any further assistance, please let me know.

Sincerely,

Charles P. Nemfakos
Vice Chairman
Base Structure Evaluation Committee/
Executive Director
Base Structure Analysis Team

Attachment

Status of COBRA Analyses for DON Activities Added by the BCRC to the List of Potential Closure/Realignment Actions

1. Activities for which status was requested.

NAS Whiting Field. With regard to Whiting Field, we presume that the Commission is no longer interested in collocation of helicopter training, since this type of action would require additional COBRA analyses for NAS Whiting Field.

PWC Guam. No "closure scenario . . . was rejected by the Secretary of the Navy" for this activity. The BSEC did not make a closure recommendation on PWC Guam to the Secretary. The BSEC made their determination not to pursue the closure of PWC Guam prior to any COBRA analysis. We are now in the process of conducting a COBRA analysis for the closure of this activity, and will provide you with our results.

NAS Atlanta. We are conducting a revised, updated COBRA analysis for the closure of this activity, and will provide you with our results.

NSY Portsmouth. We are conducting a revised COBRA analysis for the closure of this activity, to reflect workload transfers within the shipyard system which result from other DON recommendations, and will provide you with our results.

EFA West. No revisions are required for this scenario. The correct COBRA analysis is WESTDIV2, located in Scenario File 1-10-0095-020.

SUPSHIP San Francisco. No revisions are required for this scenario. The correct COBRA analysis is ZSANFRAN, located in Scenario File 2-17-0132-107.

NWAD Corona. No revisions are required for this scenario. The correct COBRA analysis is NWAD-REV, located in Scenario File 3-20-0212-039C.

FISC Oakland. No revisions are required for this scenario. The correct COBRA analysis is FISCOAK2, located in Scenario File 1-06-0051-024.

2. Activities not addressed.

NAWC Point Mugu. This activity was not included on your list. Please confirm that a COBRA analysis for this activity is still requested. Pending your response, we will continue to work on a COBRA analysis for this activity.

NAVMAG Guam. This activity was not included on your list. Please confirm that a COBRA analysis for this activity is still requested. Pending your response, we will continue to work on a COBRA analysis for this activity.

FLEET HOSPITAL SUPPORT OFFICE
FACT SHEET

MISSION: Design, build, and maintain deployable tent hospitals that support forces in a combat zone.

LOCATION:

Headquarters
- GSA Crab Cove Facility, Alameda, CA

Rebuild Facilities
- FISC Oakland, CA
- FISC Oakland Alameda Annex, CA
- GSA Stockton, CA

Pier Facility
- FISC Oakland, CA

Storage Facilities
- Guam
- Okinawa
- Korea
- Japan
- Norway
- Virginia
- California
- Afloat

30 military 500? no hospital turned over housing

ANNUAL ACTIVITY: Make design improvements
Rebuild two hospitals per year

FUTURE NEEDS:

CONUS rebuild facility

Navy pier facility
- Cargo Handling Battalion training
- $3 million annual cost avoidance

Shared overhead capabilities
- ADP hardware and software support
- Supply operations support
- Procurement support
- Vehicle maintenance support
- Military personnel support
- Base operating support
- Transportation support

extra to offload to non-Navy pier

Echelon 3
Tenant of FISC
Receives warehouse & use pier

labs
pharmacy
500/patients
350 TEUs each
12 total

OPENING SLIDE

Good afternoon ladies and gentlemen. Welcome to Fleet and Industrial Supply Center, Oakland.

Topics

We want to make sure you have some background information on our command, therefore, I will briefly highlight our history and traditional mission.

I will then outline how our customer base was impacted by BRAC 93 action and the associated Bay Area military draw down.

Next I will show you the fundamental **Changes in FISC Oakland's Mission** that have occurred as a result of BRAC 93 and the Defense Management Review Decisions (DMRD) of 1990-1992.

I will then discuss how these changes are driving current and future reductions in civilian and military personnel **End Strength**.

Also, how these factors have effected **Real Estate** issues concerning the three sites that comprise FISC Oakland:
Oakland Main Site, Alameda Annex, and Point Molate Naval Fuel Depot.

Finally, I will address the current and future status of FISC Oakland's **Tenants**.

Background

A little bit about our **History**...
Naval Supply Center Oakland was authorized for construction in 1939 and was commissioned on December 15,

1941. World War II demanded 24 hour support for the Pacific Theater. In the late 1940's Oakland was the first supply center to manage satellite sites, such as the fuel facility at Point Molate.

Loading Ship

Over the next 50+ years we became a vital west coast strategic stock point playing a key role in every major war or conflict involving the Pacific Theater and Middle East.

Our name was changed from Naval Supply Center Oakland to Fleet and Industrial Supply Center Oakland in 1993 to reflect changes in our mission as a result of several Defense Management Review Decisions.

Supply / Base Commander Mission

We are unique from all other supply centers in that we have two distinct missions!

As **Base Commander**, FISC is charged with operating and maintaining facilities for all our properties, which includes three sites. We are home to over thirty independent tenant commands. We also provide port services to visiting US and Foreign ships. and the USNS Mercy . Likewise, we maintain police, security, and fire protection for over 1,800 civilian and military personnel.

As a **Supply Center**, FISC Oakland has traditionally been responsible for providing supply support services to fleet units and shore activities as well as maintaining a west coast, supply support, surge capability for use in times of national emergency.

Our role as a supply center has been significantly altered as a result of many Defense Management Review Decisions made in the early nineties.

NSCO to FISCO

The end result from these decisions was the transfer of several key functions to other DoD agencies.

This reduced our personnel by over 1300!

Diminishing Customer Base

As you are aware, BRAC 93 targeted several Naval Activities in the Bay Area for closure or realignment. The Supply Center was not selected to close.

Pictured are the commands slated to close or realign. These commands represent the largest portion of our customer base.

The **fleet** which represents the lion's share of Supply Center business is gradually relocating or decommissioning and will have completely departed the area by 1997. The most significant fleet relocation will be completed in 1996 when the second of two aircraft carriers, USS Carl Vinson, departs.

Bay Area Military Draw down

You can see the direct effects of BRAC 93 on the number of Navy military personnel in the area. In 1993, the Bay Area was home to roughly 18,000 Navy military members. This number will level off at approximately 1,100 uniformed Navy personnel after 1 October 1997.

As a result of BRAC 93 and other Naval Supply initiatives, there has been a significant impact on the extent and scope of the functions performed by FISC Oakland today.

FISC Mission Changes

As a result of reduced customer demand, we re-engineered many of our mission functions.

We now forward all large contracts (greater than $25K) to FISC San Diego.

Due to diminished fleet presence, FISC Oakland's fuel depot, located at Point Molate in Richmond, ceased operations May 4 and will officially disestablish on 30 September 1995.

We currently operate two Servmarts, one on Treasure Island and one in Alameda, which provide local activities a place to shop for common, high use consumables such as office supplies. We plan to close the Treasure Island store in September and consolidate into one facility, at Alameda.

Currently, one of our most active functions is managing the personal property and household goods moves of all Bay Area military and DoD civilian personnel. By 1996 the Air Force will be the predominant military presence in the Bay area and the personal property function is expected to be transferred to them.

In a new support role, we are acting as the Regional Hazardous Material Coordinator. FISC Oakland will help closing area activities properly dispose of unused hazardous material and will be responsible for stocking material for these activities such as cleaning solvents and paint.

Based on our declining customer base, as the BRAC 93 activities depart, we are adjusting our manning levels and real estate footprint.

Military End Strength

As you can see, we are executing a gradual drawdown in **Military Personnel.** We currently have 14 Officers and 13 Enlisted assigned. The numbers will decline to 3 Officers and 2 Enlisted by the end of 1998, and to zero Officers and zero Enlisted in 1999 as we drawdown FISC and base host related services.

Civilian End Strength

Likewise, our civilian end strength is projected to decline rapidly over the same time frame. By the end of FY 95 we are projected to have 326 civilian employees. It is envisioned that there will be little or no requirement beyond that of limited base host responsibilities at the end of FY 98.

We are concerned about the impact of our rapid downsizing on our associates.

Drawdown Tools

Here are some of the things that we are doing to accomplish our civilian drawdown.

We projected our workload and established our staffing through 1999 and put it in a document to be used as a planning tool. This document is called the "Most Efficient Organization," or MEO and has been shared with all personnel assigned to FISC Oakland. The MEO identifies every position

at FISC. It also provides the date each position is likely to become excess to the command's mission.

This tool enables FISC management and employees to better plan for the future. We have used the MEO to plan and execute numerous Separation Incentive Pay and Voluntary Early Retirement opportunities. In the Fall of 1994, 23 associates took advantage of a SIP opportunity. 55 more associates accepted an extended SIP opportunity and are expected to separate by January 1997. We anticipate between 5 and 10 additional associates accepting the most recent SIP offer, separating by 3 July 1995. This brings the total to about 90 associates taking advantage of separation incentives.

Personnel identified as excess to the command's mission and who have received a reduction in force (RIF) letter are eligible for registration in the **priority placement** program for possible placement at other DoD activities. To date, 9 associates have been RIFed, 30 associates have registered in the priority placement program, with 7 of those successfully being placed.

We have about a dozen associates who have found jobs elsewhere with the assistance of some support services that we have established. Also, we are supporting the International Association of Fire Fighters (IAFF) in working with the City of Oakland to place our firefighters in city firefighting positions. If we are successful, some may attend this summer's city of Oakland firefighting academy. This process, along with natural attrition, has helped to reduce our end strength.

Career Transition Assistance

Associates are also given assistance and encouragement to help them prepare for employment outside of FISC:

We have established **Associate Transition Support Centers**, or ATSCs, to provide a central location for associates to find information concerning jobs and career development. Each ATSC is staffed with a coordinator who works one-on-one with job seekers to help them prepare for employment opportunities.

The **training budget** for the command has been increased by 400% this year to enable our associates to become more marketable in their job search.

People who are separated as a result of reduction in force are given **40 hours of Administrative leave** to search for another job and may qualify for federally funded **PIC (Private Industry Council)** training and possible job placement. All associates now qualify for PIC assistance in resume preparation, individualized career counseling, interview techniques, and on-the-job and classroom training. To date, 50 associates have taken advantage of the services offered by PIC.

In a collaborative effort between labor and management, in response to an executive order, we have established, with the American Federation of Government Employees (AFGE), the Labor-Management Partnership Council, or LMPC, to optimize communication between labor and management. The end result has been a better working environment with a freer exchange of information. This cooperative working environment is benefiting our associates as we downsize.

Our plan to scale down the FISC workforce directly affects our employees and also has major impact on the local community.

FISC in the Community

The workforce is representative of the diverse local community and is comprised of more than 43% women and over 69% minority employees.

FISC in the Community

This year, FISC's payroll is roughly $18.2 million. In 1994, FISC Oakland was responsible for contracting $16.2 million to local small and minority owned businesses and $3.8 million in local Large Purchase contracts.

Bay Area

FISC's active presence directly affects three local communities. FISC currently maintains real estate in the cities of Oakland, Alameda, and Richmond.

Oakland Main Site

The Main Site located here, in Oakland, is our largest property. It is the heart of our operations.

Main Site Aerial View

As of today, the Main Site comprises 5.9 million sq. ft. of covered warehouse space, and 1.5 million sq. ft. of open storage. It occupies 541 acres and has 3 piers which can accommodate 12 berths for Navy ships.

President Clinton

Much of FISC Main Site will be declared excess to the needs of the Navy. As a result of President Clinton's visit in August 1993, Congressman Dellums sponsored special legislation to lease property to the Port of Oakland. This

legislation authorizes us to lease available acreage to the Port of Oakland for 50 years for $1. We are currently implementing a Phased Lease agreement with the Port of Oakland.

Phased Turnover

Our current arrangement provides for a phased turnover of our property to the Port of Oakland through 1998. You are in building 321, located in Phase 4.

PHASE I, shaded red, was licensed to the Port of Oakland in June of 1994. As you will see on your tour this afternoon, this area is already being used by the Port of Oakland.

PHASE II, shaded grey, is scheduled for turnover at the end of this month. Most of the buildings in this area are vacant.

PHASE III, shaded yellow, is scheduled for turnover in September of 1997. This area still has a lot of our activity, material, and tenants on it, as does Phase IV.

The property contained in Phase IV, shaded blue, has not yet been declared **available** for lease action; however, we expect to turn this property over to the Port of Oakland sometime in 1998.

I would like to take a few moments discussing the disposal process that happens when a property is declared excess.

Reversionary / Non-reversionary

Ultimate disposal of our excess property is complicated by two major issues:

One, the special legislation does not allow us to pass title to the property. That is why we are using a license arrangement today.

Two, the property is a mixture of reversionary and non-reversionary.

The reversionary property, shaded gray, represents 392 acres, 100 of which are water. This property will automatically revert to the Port of Oakland when declared excess by the Navy. The property was originally obtained through a negotiated grand deed from the city of Oakland with this reversionary clause. Non-reversionary property, 137 acres, was obtained with clear title and normally would be disposed of via General Services Administration or GSA through a public sale. As I am sure you will hear from the Port of Oakland, uncertainty of future ownership may negatively impact their development of a Joint Intermodal Terminal. The bottom line is that, today, the Port does not have special authority to acquire these non-reversionary acres.

At this point in time, the **maximum** real estate that FISC Oakland anticipates holding in 1999 is 45 acres. It is planned that all remaining acreage, associated warehouse space, and piers will be leased to the Port of Oakland by that time.

Alameda Facility

The Alameda Site is located adjacent to Naval Air Station Alameda, across the estuary and just a short drive by car. It consists of 2.5 million sq. ft. of warehouse space on 169 acres and has 1 pier accommodating 4 berths.

There are two proposed lease actions which involve the Alameda Facility property.

Alameda Phased Turnover

The special legislation governing the Oakland lease action was amended in 1994 to encompass the Alameda property. We have a proposed phased turnover arrangement with the city which may be initiated with an 18 month lease for the use of Building 6 as a municipal building. Long term leases for the entire Alameda Facility to the City of Alameda, may be initiated by the summer of 1996 and completed by 1998.

All 169 acres of the Alameda facility are non-reversionary.

Point Molate

The Point Molate Fuel Depot is located in the city of Richmond just 17 miles north of Oakland main site. We have 24 concrete tanks with 50.4 million gallons of fuel storage capacity; 859,000 sq. ft. of warehouse space; and 15,000 sq. ft. of office space on 419 acres with one fuel pier.

In January 1995 of this year Defense Fuel Supply Center decided to close Point Molate. Their decision was based on a decreasing Naval presence.

Aerial Photo

On May 4, 1995, we completed our last fuel operations. We are placing the facility in a temporary lay-up status. GSA has toured the facility and determined that it is potentially marketable as a fuel distribution terminal and there is commercial interest to support their finding.

Winehaven

Part of the facility is on the National Register of Historic Places. Pictured is building 1 of the Winehaven District which consists of approximately forty acres including the housing area, the administration building, and most of the warehouse space. There is considerable local interest in the disposition of this part of the facility. However, since this property is on the Register, we must comply with Sections 106 & 110 of the National Historic Preservation Act.

Resolving all of these real estate issues involves more than just disposition of real property; there are numerous tenant activities that must be considered.

Current Tenants

FISC's largest tenants, Defense Distribution Depot Oakland, California and Public Works Center San Francisco Bay, occupying approximately 80% of the main site, are impacted by BRAC 93 and will close or relocate by September 1998.

Fleet Hospital Support Office, whose mission is to design, purchase, package, and maintain deployable Fleet Hospital Units, occupies a sizable amount of warehouse space in the Alameda Annex and in Phase III Main Site. Their function must move to a new location to accommodate the phased turnover to the cities of Alameda and Oakland.

Real Estate Remaining

In the 1997/98 timeframe our two principal tenants are expected to be: Defense Finance and Accounting Services Center Operating Location Oakland, and MSCPAC. The

DFAS OPLOC Oakland, which was established on 1 May 1995, is expected to employ nearly 500 people. They are located in building 311 and are currently in the process of an $18 million Military Construction project which is scheduled to start in FY 97 and be completed in FY 98.

Military Sealift Command Pacific or **MSC-PAC**, which employs roughly 410 civilians on site and 2,100 civilian mariners, expects to remain in building 310.

FISC Oakland

In summary, as you can see, we have undertaken an ambitious end strength drawdown and real estate turnover plan that is consistent with our diminishing customer base and mission. This plan supports the President's direction and the legislation to turnover to Oakland and Alameda all real estate in excess of the Navy's needs. That concludes my presentation and I will now take any further questions that you might have.

FAX COVER SHEET

Commander John J. Kaso
Executive Officer
Fleet & Industrial Supply Center
250 Executive Way
Oakland, CA 94625-5000
Office (510) 302-5201 or A/V 672-5201
Fax (510) 302-5122 or A/V 672-5122

Number of Pages: 2 (*Including Cover Sheet*)

TO: DAVID EPSTEIN, BRAC 95 Staff

REMARKS:

David, we mailed your stuff "priority mail" on Wed 24 May. Also sending out another mailing via Fed Ex tomorrow.

Here is list of attendees.

K.

BRAC 95 COMMISSION VISIT TO
FLEET AND INDUSTRIAL SUPPLY CENTER
OAKLAND
23 MAY 1995

LIST OF ATTENDEES:

City of Oakland:	Dick Spees, Vice Mayor
	Jim Reinhart
Oakland Chamber of Commerce:	RAdm Toney, USN, Ret
Port of Oakland:	Leo Brien, Maritime Dir
	Dennis White, Real Estate Dir
	Jim Putz (tour only)
City of Alameda:	Ralph Appezzato, Mayor
	Bill Norton, City Manager
City of Richmond:	Rosemary Corbin, Mayor
	Floyd Johnson, City Manager
Office of Senator Boxer:	Katie Merrill, N. Ca Field Rep
Office of Senator Feinstein:	Russell Lowe, Statewide Liaison
Office of Congressman Dellums:	Roberta Brooks
Alameda Reuse:	Kay miller
MSCPAC:	Capt. Harrington, USN, Deputy Commander
DFAS:	Mr. Rex Baggett, Deputy Dir
FHSO:	Capt. Fredericks, SC, USN, Commander
COMNAVBAS:	Capt. Cathy Dodge, USN, ACOS Base Transition
FISC:	Capt. J. R. Bailey, SC, USN, Commanding Officer
FISC STAFF:	Ms. Marsha Peterson, Eqs. Counsel
	Lt. Shawn Bergan, CEC, USN, Dir, Facilities and tour guide
	Lcdr Jim Kerber, SC, USN, Dir, Planning & Financial Resources
	Ms. Monica Beary, Planning
	Lt. Ron Black, Fuel Dir, and Command Briefer
AFGE:	Mr. Phil Hines, President, Local 1533
IAFF:	Mr. Brooks Beasly, Bus Mgr, Local F-15
EFA-WEST:	Lt. Mike Blumenberg, CEC, USN

2 June 95

Subj: BRAC-95 SCENARIO DATA CALL # CR95-010
Close FISC Oakland (Oakland Army Base Alternative)

1. The following facility requirements have been validated by MSCPAC and DFAS OPLOC Oakland:

MSCPAC: Office space: 127,135 sq ft
Warehouse space: 226,483 sq ft
(warehouse contents 201K cu ft material/equipment)
Container storage yard: 10,000 sq ft
Parking space: 400 spaces

DFAS: Office space: 150,000 sq ft

2. Personnel requirements for both tenants were validated, and are modified slightly from data previously submitted:

MSCPAC: Officers: 26
Enlisted: 19
Civilians: 2625 (includes civilian mariners)

DFAS: Officers: 1
Civilians: 749

3. Cost data (both One-time and Recurring) has been adjusted from data previously submitted in BRAC-95 Scenario #1-06-0051-C24 in late November 94.

Monica Beary
Monica Beary

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
ATTACHMENT 1: BASE LOADING DATA

JUN 2 1995

05/31/95 15:58
MAY-31-1995 13:11 PKUM

Activity: 00228 FISC Oakland

PART 1: MANPOWER DATA - HOST AND TENANTS. This data is provided to assist you in identifying military billets and civilian positions which will either be relocated or eliminated as a result of closure or realignment. Officer (OFF), Enlisted (ENL) and Civilian (CIV) numbers reflect end strength, not on-board counts. The "Planned Force Structure Reduction" column represents the difference between projected "Beginning of FY 1996" and projected "End of FY 2001" end strength. The source of this data is the BUPERS/NAVCOMPT/CMC data bases in support of the FY 1996/1997 OSD Submit. Review this list and make any necessary annotations, including the addition or deletion of lines of data to accurately reflect the host and tenant population. Note that Military Students (STU) must be shown as an Average On-Board (AOB) count. If a significant student population is located at the activity, then all students need to be identified in this table. Student data need only be provided for the "End of FY 2001" column of the table. If any numbers are changed, please provide a revised set of totals at the end of the listing.

UIC	NAME	MAJOR CLAIMANT	BEGIN FY 1996 OFF	ENL	CIV	STU	PLANNED FORCE STRUCTURE CHANGES OFF	ENL	CIV	STU	END FY 2001 OFF	ENL	CIV	STU
N 00228	FISC Oakland	COMNAVSUPSYS	10	11	409	0	0	0	-109	0	10	11	300	0
N 62383	COMSCPAC	MIL SEALIFT COM	16 ~~15~~	19 ~~20~~	2,401 ~~2~~	2,625	0	0	280	0	26 ~~15~~	19 ~~20~~	2,681 ~~2~~	2,625
N 68852	NAVDRUGLAB OAKLAND CA	BUMED	2	2	0	0	0	0	0	0	2	2	0	0
N 55271	Commander Combat Logistics Group	CINCPACFLT	28	44	0	0	-20	0	0	0	8	44	0	0
N 00242	Commander Naval Base San Diego	CINCPACFLT	0	0	0	0	0	0	0	0	0	0	0	0
N 43072	PERSUPPDET OAKLAND	CINCPACFLT	1	11	0	0	0	0	0	0	1	11	0	0
47243	SERVICE GRU ONE PHASE	CINCPACFLT	0	0	9	0	0	0	0	0	0	0	9	0
46245	USNS MERCY	CINCPACFLT	6	38	0	0	0	0	0	0	6	38	0	0
20122	USS KANSAS CITY (AOR-3)	CINCPACFLT	0	0	0	0	0	0	0	0	0	0	0	0
N 00228	NSC OAK ARMY BASE	COMMARCOR	0	0	0	0	0	0	0	0	0	0	0	0
N 68378	Navy Public Works Center San	COMNAVFAC	5	0	1,231	0	-4	0	-1,231	0	1	0	0	0
N 44261	Resident Officer In Charge of	COMNAVFAC	0	0	0	0	0	0	0	0	0	0	0	0
63394	NSWSES PORT HUENEME	COMNAVSEASYS	0	0	1	0	0	0	0	0	0	0	1	0
N 00000	Naval Sea Systems Command	COMNAVSEASYS	0	0	0	0	0	0	0	0	0	0	0	0
N 47477	COMNAVSUPSYSCOM DET SEA	COMNAVSUPSYS	0	2	0	0	0	0	0	0	0	2	0	0
00228	FISC (MWR DIVISION)	COMNAVSUPSYS	0	0	2	0	0	0	0	0	0	0	2	0
N 68501	Intra-Fleet Supply Support Operations	COMNAVSUPSYS	0	0	0	0	0	0	0	0	0	0	0	0
N 67588	NAVMTO OAKLAND	COMNAVSUPSYS	1	2	0	0	0	0	0	0	1	2	0	0
N 44399	Naval Material Transportation	COMNAVSUPSYS	0	0	0	0	0	0	0	0	0	0	0	0
N 00000	Navy Exchange (storage)-FISCO	COMNAVSUPSYS	0	0	0	0	0	0	0	0	0	0	0	0
N 68150	Navy Exchange Command Fleet	COMNAVSUPSYS	0	2	0	0	0	0	0	0	0	2	0	0
N 66857	Navy Regional Plant Equipment	COMNAVSUPSYS	0	0	0	0	0	0	0	0	0	0	0	0
N 35641	SHPS PARTS CNTL NACO PG OAK	COMNAVSUPSYS	1	0	0	0	0	0	0	0	1	0	0	0
N 32963	Naval Telecommunication Center	COMNAVTELCOM	0	13	11	0	0	-9	0	0	0	4	11	0
N 48801	DECA SOUTHWEST DIST OAKLAND	DECA	0	7	0	0	0	-7	0	0	0	0	0	0
			[illegible]	[illegible]	[illegible]	[illegible]	0	0	0	0	1	0	0	0

CODE SUP 31

005/010

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BRAC-95 SCENARIO DEVELOPMENT DATA CALL
ATTACHMENT 1: BASE LOADING DATA

PART 4: MANPOWER DATA - NON-DEPARTMENT OF THE NAVY (DON) TENANTS. This is a list of non-DON tenant activities located at the installation. If any of these tenants need to be relocated as a result of the closure/realignment action, then identify the number of billets/positions to be relocated, the fiscal year in which the relocation will take place, and the name/location of the receiving site. Manpower numbers associated with these relocations must then be incorporated into the total "End FY 2001 Activity Population" and the "Relocated Billets/Positions" data in the data call response. Manpower numbers shown below reflect Data Call I estimates. Please ensure that accurate "End of FY 2001"

UIC	NAME	MAJOR CLAIMANT	OFF	ENL	CIV	Non-DOD	FY	RECEIVING BASE
D 48405	Defense Distribution Depot Oakland,	DCMAO	5	0	389	0		
D 3106B	Military Ocean Terminal Bay Area/Military	MTMC	0	0	0	0		
D TYVAA	California Army National Guard-FISCO	unknown	41	49	0	0		
D QCKM9	Defense Commissary Store-FISCO	unknown	0	2	8	0		
D Q0116	Defense Finance and Accounting	unknown	1	0	749	0		OAKLAND ARMY BASE
D 98269	Defense Information Service Office-FISCO	unknown	1	0	42	0		
D Z3299	Defense Reutilization and marketing	unknown	0	0	62	0		
D P0302	Defense Subsistence Region	unknown	5	0	27	0		
X 00000	Japanese Liaison Office-FISCO	unknown	0	0	0	0		
		TOTALS:	53	51	691	0		

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BRAC-95 SCENARIO DEVEL[illegible]NT DATA CALL
ATTACHMENT 1: BAS[illegible]ADING DATA

JUN 1 1995

PART 5. TOTAL FACILITY SQUARE FEET. This is the total Class 2 facility square feet, excluding family housing, MWR and utilities, as reported in the Naval Facilities Assets Data Base (NFADB). This figure is used in determining the number of square feet which will be "shut down" as a result of the closure action.

Total Facility Square Feet (in thousands): 5,522 9,656 See Note below

PART 6. BASE OPERATING SUPPORT (BOS) COST DATA. This is the total BOS costs reported for the host and tenant activities in Data Call 66. Please review this data and ensure that it is consistent with FY 1996 OSD Submit budget data. If BOS cost data needs to be revised, specific revisions should be noted on a revised copy of the appropriate Data Call 66 table(s), which should then be returned with this data call response.

			***** O&M, etc. *****				***** DBOF *****				***** TOTAL *****			
UIC	NAME	MAJOR CLAIMANT	RPMA NONPAY	RPMA PAY	OBOS NONPAY	OBOS PAY	RPMA NONPAY	RPMA PAY	OBOS NONPAY	OBOS PAY	RPMA NONPAY	RPMA PAY	OBOS NONPAY	OBOS PAY
32983	Naval Telecommunication Center	COMNAVTELCOM	5	0	31	0	0	0	0	0	5	0	31	0
62383	COMSCPAC	MIL SEALIFT COM	0	0	0	0	130	0	22195	0	130	0	22195	0
00220	FISC Oakland	COMNAVSUPSYSC	0	0	0	0	700	870	3641	3446	700	870	3641	3446
60967	Planning Engineering Repair	COMNAVSEASYSC	12	10	271	0	0	0	0	0	12	10	271	0
62705	Defense Printing Service	COMNAVSUPSYSC	0	0	0	0	6	0	245	0	6	0	245	0
		TOTALS:	17	10	302	0	846	870	26081	3446	863	880	26383	3446

Note 1: Amount of sq ft of buildings (Class 2) is very understated in Part 5 above. Current amount of Class 2 property, as of 11/28/94, is 10,049 KSF. In the time between now and beginning FY96 (starting period for the purposes of this BRAC-95 Scenario data call), we expect to transfer some 393KSF of real estate to the Port of Oakland.

We project that the amount of of Class 2 real estate that FISC Oakland will still retain as of the beginning of FY96 is 9,656,000 sq ft.

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BRAC-95 SCENARIO DEVELOPMENT DATA CALL
ENCLOSURE (1) - SCENARIO SUMMARY

Complete one copy of Enclosure (1) - Scenario Summary for the entire closure/realignment scenario. Tables included in this enclosure are 1-A, 1-B and 1-C.

Table 1-A: Scenario Description. Identify the Scenario Number, Title and Response Date. The Scenario Number and Title will be provided to you by the BSAT as part of the data call tasking.

Scenario No.:	CR95-010
Scenario Title:	CLOSE FISC OAKLAND (Oakland Army Base Alternative)
Date:	2 June 95

Table 1-B: Point of Contact Information. Please identify a knowledgeable point of contact familiar with the information relating to this closure/realignment scenario whom the BSAT can contact to answer any questions or to provide additional information as required. This point of contact must also be familiar with the location and name of the person responsible for maintaining any supporting documentation relating to this data call response.

Name:	Monica Beary
Organization/Code:	FISC Oakland, Code 91
Office Phone Number:	DSN 672-5350, or (510) 302-5350
Fax Number:	DSN 672-4891, or (510) 302-4891
Home Phone Number:	(510) 357-6435

Table 1-C: Losing/Gaining Bases Involved in Scenario. Complete the table on the next page to identify "bases" involved in the closure/realignment scenario. Note that the term **"Losing Base"** refers to host activities, independent activities or other activities specifically identified in the Scenario Development Data Call tasking which are being reduced in size, i.e., closing or being realigned. The term **"Gaining Base"** refers to host or independent activities which will be receiving sites for functions/personnel transferred from losing base(s). For example, a losing base is the activity referred to in the data call tasking, i.e., a Naval Station, Hospital, etc. **Individual tenants should not be separately listed on this table**, e.g., Branch Medical Clinic, Personnel Support Detachment, etc. Individual tenants will, however, be specifically identified in subsequent tables in the data call. The third column of the table

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
ENCLOSURE (1) - SCENARIO SUMMARY

should be used to identify relevant information regarding workload/missions to be transferred. For example, entries in this column should be short phrases such as, "missile workload", "ships", "F-14 squadrons", "tenants", etc., or to provide other clarifying information. This third column need only be completed to identify major components of the closure/realignment scenario, and should not be used to list all tenant names, etc.

Table 1-C: Losing/Gaining Bases Involved in Scenario

Losing Base(s)	Gaining Base(s)	Workload/Missions Transferring
FISC OAKLAND, CA	OAKLAND ARMY BASE	MILITARY SEALIFT COMMAND PACIFIC
	OAKLAND ARMY BASE	DEFENSE FINANCE & ACCOUNTING CENTER

Note: If an activity/function will be relocated into leased office space, please note this fact under the column, Gaining Base, e.g., "Washington, DC - Leased Space".

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
Enclosure (2) - LOSING BASE QUESTIONS

Table 2-A: Disposition of Personnel - Detail Data

From **Losing Base:** FISC OAKLAND, CA

Gaining Base: OAKLAND, CA - OAKLAND ARMY BASE

UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
HQ0116	DFAS-DAO-CL	Officer	0	0	0	1	0	0	1
		Enlisted	0	0	0	0	0	0	0
	See Note 1	Civilian	0	0	0	749	0	0	749
		Mil Stu	0	0	0	0	0	0	0
N62383	COMSCPAC	Officer	0	0	0	26	0	0	26
	See Note 2	Enlisted	0	0	0	19	0	0	19
		Civilian	0	0	0	2625	0	0	2625
		Mil Stu	0	0	0	0	0	0	0
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
	TOTAL	**Officer**	0	0	0	27	0	0	27
		Enlisted	0	0	0	19	0	0	19
		Civilian	0	0	0	3374	0	0	3374
		Mil Stu	0	0	0	0	0	0	0

Note 1: DFAS-DAO-CL is part of the Network Consolidation of the DFAS Cleveland Center. It will be increasing its staffing from current (FY95) levels to at least 749 civilians and 1 military officer, but specific additional billets and/or costs associated with the consolidation have not yet been identified and quantified.

Note 2: Civilian personnel number (2,625) reported includes 407 "stateside" employees, and 2,218 civilian mariners, who are only administratively assigned to Oakland, CA, as a "place of employment".

In carrying out this mission, MSCPAC operates the following civilian manned ship types: fleet oilers, fleet ammunition ships, combat stores ships, tow and salvage ships, cable repair ships, TAGOS, range instrumentation ships and fleet hospital ships. In addition, MSCPAC is the West Coast Strategic Sealift Coordinator, and provides maintenance of West Coast seavan, flatracks and seashed assets.

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
Enclosure (2) - LOSING BASE QUESTIONS

Table 2-B: Disposition of Personnel and Equipment - Summary

From Losing Base: FISC OAKLAND

To **Gaining** Base: OAKLAND, CA - OAKLAND ARMY BASE

	1996	1997	1998	1999	2000	2001	Total
Officer Billets	0	0	0	27	0	0	27
Enlisted Billets	0	0	0	19	0	0	19
Civilian Positions	0	0	0	3374	0	0	3374
Military Students	0	0	0	0	0	0	0
Tons of Mission Equipment	0	0	0	7500	0	0	7500
Tons of Support Equipment	0	0	0	40	0	0	40
Number of Light Vehicles	0	0	0	0	0	0	0
Number of Heavy Vehicles	0	0	0	0	0	0	0

Note: Legislation has been passed (Public Laws 102-484 and 103-337) which permits the lease of FISC Oakland land to the Port of Oakland and the City of Alameda. As concerns the 548 acres on the Main Site of FISCO, phased turnover of land to the Port of Oakland has already begun, and will continue through FY98. At this time there is a parcel of approximately 40 acres at the main site FISCO for which the Port has not expressed a requirement. This parcel contains two high-rise buildings (810.6 KSF) which today house MSCPAC, DFAS-OPLOC Oakland, and a few other tenants.

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
Enclosure (2) - LOSING BASE QUESTIONS

b. Other One-Time Unique Savings. Identify any other one-time unique savings at the losing base which will not be calculated automatically by the COBRA algorithms (as noted in the Introduction section). Examples include net proceeds to DoD resulting from an existing MOU with a state or local government, one-time environmental compliance cost avoidances, etc. This area should not be used to identify routine moving or personnel savings, which are calculated automatically by the COBRA algorithms. Do not include Construction Cost Avoidances (which were identified in a separate data call), or Procurement Cost Avoidances (which are covered under item i. below). For each savings, identify the amount, year in which it will occur and describe the nature of the savings. Only savings directly attributable to the closure/realignment action should be identified. Do not double count any savings identified on Gaining Base tables (Enclosure (3)).

Losing Base: FISC OAKLAND

	Cost	FY	Description
1.	$18.3M	97	Cost avoidance from cancellation of a planned FY97 MILCON for the Defense Finance and Accounting Service (DFAS) Megacenter, to perform seismic retrofits/upgrade and other required improvements to current location (Building 311 at FISCO). MILCON has been authorized and funded, and is currently at the 25% design level (cost estimates and final completed DD1391 submission not due until July 1995).

c. One-Time Unique Moving Costs. The COBRA algorithms use standard packing and shipping rates to calculate the cost of transporting equipment and vehicles. Identify here only those unique moving costs associated with movements out of the losing base that would be incurred in addition to standard packing and shipping costs associated with tonnage and vehicles identified in Table 2-B. Examples of unique moving costs include packing, special handling or recalibration of specialized laboratory or industrial equipment; movement of special materials, etc. If unique costs identified here include packing and shipping costs, then ensure that tonnage for this "unique" equipment is not included under the Mission and Support equipment identified in Table 2-B. For each cost included in the table above, identify the amount, year in which the cost will be incurred, the name of the gaining base and a brief description of the cost.

Losing Base: FISC OAKLAND

Cost	FY	Gaining Base	Description

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
Enclosure (2) - LOSING BASE QUESTIONS

Table 2F:

j. Facility Shutdown. If an activity is being realigned but not completely closed, then identify the number of square feet of Class 2 real property (buildings), excluding family housing, MWR and utilities facilities, which will be shut down at the losing base as a result of this action. If an activity is being completely closed, then just enter "All". The Base Loading Data Attachment includes an identification of total square feet for the activity and should be referred to in answering this question. Note that this entry should be shown in "thousands of square feet" (KSF).

Losing Base: FISC OAKLAND

Facility KSF Shutdown: 9,656 KSF (see note below)

Note: Legislation has been passed (Public Laws 102-484 and 103-337) which permits the lease of FISC Oakland land to the Port of Oakland and the City of Alameda.

As concerns the 548 acres on the Main Site of FISCO, phased turnover of land to the Port of Oakland has already begun, and will continue through FY98. At this time there is a parcel of approximately 40 acres at the main site FISCO for which the Port has not expressed a requirement. This parcel contains two high-rise buildings (810.6 KSF) which today house MSCPAC, the DFAS Operating Location, and a few other tenants.

FISCO's Class 2 real property at its Alameda Annex and Facility will be turned over to the city of Alameda over the next few years.

FISCO's Class 2 real property is projected to be 9,656,000 sq. ft by the beginning of FY96.

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
Enclosure (2) - LOSING BASE QUESTIONS

Summarize data shown in response to supporting data questions a. through j. above in the following table. Note that all entries must be shown in ($000).

Table 2-F: Dynamic Base Information Summary

Losing Base: FISC OAKLAND								
		1996	1997	1998	1999	2000	2001	Total
a.	One-Time Unique Costs	0	0	0	0	0	0	0
b.	One-Time Unique Svgs	0	$18,300 *Note 1	0	0	0	0	0
c.	One-Time Move Costs	0	0	0	0	0	0	0
0.	Net Mission Costs	0	0	0	0	0	0	0
e.	Net Mission Savings	0	0	0	0	0	0	0
f.	Misc Recur Costs	0	0	0	0	0	0	0
g.	Misc Recur Savings	0	0	0	0	0	0	0
h.	Land Sales	0	0	0	0	0	0	0
0.	Procurement Cost Avoid	0	0	0	0	0	0	0

j. Fac. Shutdown (KSF)	9, 656 KSF (all)

Note 1: This reflects the cost avoidance from cancellation of a planned FY97 MILCON for the Defense Finance and Accounting Service (DFAS) Megacenter, to perform seismic retrofits/upgrade and other required improvements to their current location (Bldg 311 at FISCO). The MILCON has been authorized and funded, and is currently at the 25% design level (cost estimates and final completed DD1391 submission are not due until July 95). MILCON can be cancelled if DFAS is required to move into commercial leased space.

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
ENCLOSURE (3) - GAINING BASE QUESTIONS

a. (2) Other Unique One-Time Costs. Identify any other one-time unique costs at the gaining base which will not be calculated automatically by the COBRA algorithms (as noted in the Introduction section). Examples include use of temporary office space, etc. Only costs directly attributable to the closure/realignment action should be identified. This area should not be used to identify routine moving or personnel costs, which are calculated automatically by the COBRA algorithms, nor should it be used to identify one-time unique moving costs which will be addressed in the Losing Base tables (enclosure (2)). For each unique one-time cost, identify the amount, year in which the cost will be incurred and describe the nature of the cost. Do not double count any costs identified on Losing Base tables (Enclosure (2)). **Remember to aggregate with 2.a.(1) costs on the previous page, if any, when transferring data to Summary Table.**

Gaining Base: OAKLAND, CA - Oakland Army Base

	Cost	FY	Description
1.	$2,211K	98	Costs to deinstall, design, construct, reinstall test, and make operational ADP equipment needed for the MSCPAC Local Area Network (LAN). A detailed spreadsheet of data which supports this cost breakdown is attached to this sheet, and is the result of an commercial study. Spreadsheet created 6/1/95.

JUN 2 1995

12:04 PM

MSCPAC RELOCATION
TO
OAKLAND ARMY BASE

C4S FACILITY REQUIREMENTS	DE-INSTALLATION	CONSTRUCTION	INSTALLATION	UNIT COST	TOTAL
EMERGENCY GENERATOR					
100 SQ FT @ $25 SQ FT	$2,500	2,500	10,000	$15,000	
PHONE SYSTEM(200 SQ FT @ $25 SQ FT		$5,000	$50,000	$55,000	
(WIRING CLOSET & CABLE PLANT)					
COMMERCIAL PHONE SYSTEM			$55,000	$55,000	
			(PURCHASE)		
DSN (AUTOVON)			$36,000	$36,000	
600 LINES @ $60 DROP			(INSTALL)		
COMPUTER CENTERS CONSOLIDATION		$412,000		$412,000	
3,300 SQ FT @ $125 SQ FT					
WINDOWS NT LAN	$2,500	$75,000	$10,000	$87,500	
DATAPOINT	$1,000	$500	$500	$2,000	
DCPDS	$2,500	$15,000	$10,000	$27,500	
TIME & ATTENDENCE (KRONOS)	$1,500		$4,000	$5,500	
MULTI-PURPOSE CENTERS ($125 SQ FT)					
MULTI-MEDIA (VIDEO CONF) 1200 SQ FT		$150,000	$150,000	$300,000	
TRAINING CENTER 1200 SQ FT)		$150,000		$150,000	
BOARD ROOM		$100,000		$100,000	
COMMUNICATIONS CENTER (1600 SQ FT)		$200,000		$200,000	
$125 SQ FT					
TECH FACILITY (4,900 SQ FT @ $75 SQ FT)		$360,000		$360,000	
COMMAND CENTER (2,000 SQ FT)		$250,000		$250,000	
$125 SQ FT					
SECURE LAN		$130,000		$130,000	
SATELLITE DISH (2 SYSTEMS)	$3,500	$2,000	$2,500	$8,000	
ALARM/SECURITY SYSTEM			17,000	17,000	$2,210,500

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
ENCLOSURE (3) - GAINING BASE QUESTIONS

identified. (Do not include changes in non-payroll BOS, Family Housing Operations, housing allowances or CHAMPUS costs, all of which are calculated by other COBRA algorithms.). Do not double count any costs identified on Losing Base tables (Enclosure (2)).

Gaining Base: OAKLAND, CA -Oakland Army Base

MISCELLANEOUS RECURRING COSTS (Table 3-A, cell d.):

Annual Cost	FY	Description
following costs were identified by MSCPAC (see specific cost breakdown below)		
$1,741K	99	Lease of ships' berthing space

Berthing cost for USNS ships is computed at a rate of $1,600. per day per ship (average of 3 ships, which include 2 ships in Reduced Operating Status (ROS) and a full-time berth for visiting ships). Cost is increased by an additional 5% per year to allow for inflation in all subsequent years.

Note: Costs of berthing are considered as an impact of the closure/realignment action only if the BRAC action includes that portion of FISC Oakland which encompasses existing pier spaces.

MSCPAC's Facility requirements:
Office space: 127,135 sq. ft
Warehouse space: 226,483 sq.ft
(warehouses contain 201,000 cubic feet of stored equipment/material)
Parking space: 400 spaces
Container storage yard: 10,000 sq.ft

DFAS-OPLOC Oakland's Facility requirements:
Office space: 150,000 sq. ft.

Note: Commercial lease costs previously provided in BRAC-95 Scenario 1-06-0051-C24 (late Nov 94) are subtracted, except for changes made to MSCPAC's projected cost for ships' berthing spaces.

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
ENCLOSURE (3) - GAINING BASE QUESTIONS

Summarize data shown in response to supporting data questions a. through f. above in the following table:

Table 3-A: Dynamic Base Information

Gaining Base Name: OAKLAND, CA - OAKLAND ARMY BASE								
		1996	1997	1998	1999	2000	2001	Total
a.	One-Time Unique Costs *	0	0	2,211K	0	0	0	2,211K
b.	One-Time Unique Savings	0	0	0	0	0	0	0
c.	Environ. Mitigation	0	0	0	0	0	0	0
d.	Misc. Recurring Costs * see Notes 1	0	0	0	1,741K	1,828K	1,919K	5,488K
e.	Misc. Recurring Savings	0	0	0	0	0	0	0
f.	Land Purchases	0	0	0	0	0	0	0

* Includes both Community Infrastructure Impact and Other One-Time Unique Costs, as applicable.

Note1: Recurring Costs for Ships' berthing identified by MSCPAC take into consideration an inflation factor of 5% for each year subsequent to FY99 costs identified.

BRAC-95 SCENARIO DEVELOPMENT DATA CALL #CR95-010

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

R. M. MOORE, RADM, SC, USN — Signature: R M Moore

NAME (Please type or print)

COMMANDER — Date: JUN 6 1995

Title

NAVAL SUPPLY SYSTEMS COMMAND

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER — Signature: W A Earner

NAME (Please type or print)

Title — Date: 6/12/95

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) to this attachment is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

J.R. BAILEY , CAPT, SC, USN	J. R Bailey
NAME (Please type or print)	Signature
Commanding Officer	JUN 2 1995
Title	Date
FISC Oakland	
Activity	

BRAC-95 Scenario Nr. CR95-010, Close Fisc Oakland (Oakland Army Base Alternative)

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION Epstein

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950525-4

FROM: BOXER, BARBARA	TO: GENERAL
TITLE: SENATOR (CA)	TITLE:
ORGANIZATION: U.S. CONGRESS	ORGANIZATION: DBCRC
INSTALLATION (s) DISCUSSED:	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA			
STAFF DIRECTOR	✓			COMMISSIONER COX			
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS			
GENERAL COUNSEL	✓			COMMISSIONER KLING			
MILITARY EXECUTIVE				COMMISSIONER MONTOYA			
				COMMISSIONER ROBLES			
DIR./CONGRESSIONAL LIAISON	✓			COMMISSIONER STEELE			
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER	✓		
				NAVY TEAM LEADER	✓		
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER	✓		
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER	✓		
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

FORWARDING COPY OF HER PREPARED STATEMENT FOR MAY 25 SAN FRANCISCO REGIONAL HEARING.

Due Date:	Routing Date: 950525	Date Originated: 950525	Mail Date:

Please refer to this number when responding 950525-4

Barbara Boxer

Statement of Senator Barbara Boxer
May 25, 1995

Mr. Chairman and members of the Base Realignment and Closure Commission, I thank you for giving me the opportunity to submit testimony for the record of this regional hearing. I regret that due to Senate consideration of the budget resolution, I am unable to attend this hearing in person.

At the March 29 San Francisco regional hearing, I discussed at length the California bases recommended for closure or realignment by the Secretary of Defense. Since that time, the Commission has added a number of California installations for consideration for closure or realignment.

I am deeply disappointed by the Commission's decision to add additional California bases to the closure list. As I have stated on numerous occasions, California has borne more than its share of base closures. After 22 major base closures and realignment, I must say simply: enough is enough.

In the remainder of my statement, I would like to address the merits of each major base added by the Commission for consideration for closure or realignment.

McClellan Air Force Base

McClellan Air Force Base is a unique national asset that should not only be preserved, but fully utilized. For that reason, I support the Department of Defense's recommendation and urge the Commission not to close McClellan.

The Department's recommendation recognizes the high-technology capabilities and technical centers of excellence that McClellan has developed in recent years. The DoD's recommendation, supported by the analyses of the Joint Cross Service Group and the Air Force, support the contention that McClellan is the pre-eminent high-tech depot within the entire Department.

McClellan is a depot for the future. It has embraced cross-servicing, as evidenced by the high ranking it received from the Joint Cross Services Group. Had cross-servicing analyses been more widely used by the Department, I am confident that it would have directed even more workload to McClellan.

McClellan is also pioneering the way for private industry joint ventures and partnerships with non-DoD customers. McClellan has established joint ventures with the Big Three auto makers to develop cleaner casting processes; with the University of California Medical School at Davis to test and develop better and safer cancer therapy treatments; and with the California Department of Transportation to produce composite wraps to reinforce bridge supports which have prevented washouts during California's recent floods.

Finally, I urge the Commission to consider the cumulative economic impact of base closures on the Sacramento area. In 1988, nearby Mather AFB was closed, resulting in the loss of 3,000 jobs. Three years later, the 1991 BRAC Commission voted to close Sacramento Army Depot, resulting in an additional 3,000 layoffs. Closing McClellan while the Sacramento area is still reeling from earlier base closures would be devastating.

Mr. Chairman, McClellan is more than just another military base. It is a vital component of the Sacramento community. I encourage the Commission to support the recommendation of the Air Force and the Secretary of Defense.

Pt. Mugu

I believe strongly that the proposed realignment of Pt. Mugu makes no sense from either a financial or military perspective.

I would remind the Commission that Pt. Mugu ranked second for military value among all Navy Technical centers. The primary cause for Pt. Mugu's high military value score is its expansive Sea Test Range.

It is widely agreed that the Sea Test Range must not be closed. Because it supports the Sea Range, the Pt. Mugu Airfield is also off-limits to further consolidation.

Aside from the Sea Range and Airfield, Pt. Mugu assets can be moved, but I believe that such moves would be prohibitively expensive and would not enhance our national security. For these and other reasons, the Department of Defense and the Chief of Naval Operations oppose the realignment of Pt. Mugu.

I would also urge the Commission to base its decision with respect to Pt. Mugu solely on certified BRAC 1995 data, and not rely on outdated 1993 data calls. I am certain that when this data is made available, the desirability of maintaining Pt. Mugu will be clear.

Oakland Army Base

The Oakland Army Base is a crucial west coast port for mobilizing forces for military action in the Pacific theater. It is strategically located near three rail lines and three major highways, which link the base to military installations around the West. Compared to other military ports on the west coast, the Oakland Army Base is positioned closest to the open ocean.

Before making a decision on the final disposition of the Oakland Army Base, I would urge the Commission to carefully consider the ability of commercial ports to assume military sealift responsibilities. Indisputably, closing the Oakland Army Base would require increased reliance on the private sector. It is my view, and the view of the United States Army, that the

mobilization mission of the Oakland Army Base cannot be replicated by commercial ports. Army studies show that relying on commercial ports for mobilization would delay troop and equipment deployment by 16-50 days.

I urge the Commission to uphold the recommendations of the Secretary of the Army and the Secretary of Defense by maintaining the Oakland Army Base.

Naval Warfare Assessment Division, Corona

NWAD, Corona is a one of a kind organization. It should be evaluated based upon its unique mission of providing independent assessment of military systems and fleet readiness. NWAD should not be evaluated as a Warfare Center. Relocating its mission to a warfare center raises the possibility of conflict of interest.

In addition to military value, with the proposed closure of the Warfare Assessment Lab at NWAD, the Department of Defense would lose the ability to provide real time assessment of fleet readiness for six to ten years.

When the considerations of retaining an independent organization and the Warfare Assessment Lab are reviewed, the proposed cost savings also become questionable. For these reasons I urge the commission to retain the Naval Warfare Assessment Division, Corona at its present location.

Engineering Field Activity, San Bruno
Naval Fleet and Industrial Supply Center, Oakland
Supervisor of Shipbuilding, San Francisco

These facilities, in addition to NWAD Corona, were removed from final consideration for closure by Secretary of the Navy John Dalton because of concern about the magnitude of cumulative BRAC-related job losses in California. It is my view that the decision of the Secretary of the Navy, which was approved by the Secretary of Defense, was the correct one.

Economic impact is a valid criterion for evaluating base closures under the BRAC statute. And California has clearly borne more than its share of base closures. To date, we have suffered 22 major base closures and realignments--far more than any other state.

These closures have affected every region of the state and their impact on local economies has been severe.

When these 22 closures are completed, California will have lost more than 200,000 jobs and $7 billion in economic activity. As the Commission considers additional base closures, it is essential to recognize that many of these closures, particularly those from the 1993 round, are still ongoing. Tens of thousands of Californians can anticipate receiving layoff notices from

closing bases in the coming months. As these workers lose their jobs, California's emerging economic recovery will slow.

In addition to base closures, California has been hit very hard by natural disasters including earthquakes, fires, floods, and mudslides. The defense and aerospace industry slowdown has also caused tremendous job losses.

California's economy is in a precarious position. Additional job losses from new base closures may be too much for us to bear.

I thank the Commission for its time and consideration.

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION DAVID

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950616-15

FROM: MILLER, GEORGE	TO: DIXON
TITLE: REP (CA)	TITLE: CHAIRMAN
ORGANIZATION: U.S. CONGRESS	ORGANIZATION: DBCRC
INSTALLATION (s) DISCUSSED: POINT MOLATE	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		✓		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
EXECUTIVE SECRETARIAT				ARMY TEAM LEADER		X	
				NAVY TEAM LEADER			
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER			
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES							

TYPE OF ACTION REQUIRED

✓	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

SUPPORTING PROPOSAL TO POINT MOLATE

Due Date: 950620	Routing Date: 950616	Date Originated: 950615	Mail Date:

GEORGE MILLER
7TH DISTRICT, CALIFORNIA
2205 RAYBURN HOUSE OFFICE BUILDING
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(202) 225-2095
DANIEL WEISS
ADMINISTRATIVE ASSISTANT
CHAIRMAN
COMMITTEE ON NATURAL RESOURCES
COMMITTEE ON EDUCATION AND LABOR

Congress of the United States
House of Representatives
Washington, DC 20515-0507

DISTRICT OFFICES
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PLEASANT HILL, CA 94523
(510) 602-1880
MARY LANSING
DISTRICT DIRECTOR
3220 BLUME DR.
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(510) 262-6500
1407 TENNESSEE ST.
VALLEJO, CA 94590
(707) 645-1888
TTY (202) 226-1904

June 15, 1995

Honorable Alan Dixon
Chairman
Base Realignment and Closure Commission
1700 North Moore Street, Suite 1425
Arlington, Virginia 22209

Please refer to this number when responding 950616-15

Dear Chairman Dixon,

The Base Realignment and Closure Commission (BRAC) will begin final deliberations on the base closure list in the coming days. Point Molate, located in my district in Richmond, California, will be considered as a part of that list. The Commission staff recently received correspondence from the City of Richmond (dated 6/12/95) stating its position regarding the closure of the facility. I fully support the City's request to remain on the closure list and be considered separate from the other facilities under the command of FISC Oakland in Alameda and Oakland.

Though Pt. Molate is under the command of FISC Oakland, it is quite different and separate from the other facilities under that command. It is geographically distant from the other facilities, will become excess property at an earlier date, September 30, 1995, and is not a part of the existing lease agreements at the Oakland and Alameda facilities.

The City of Richmond has sole jurisdiction over the property at Pt. Molate. Mayor Rosemary Corbin has already initiated discussions with relevant public agencies and affected community organizations concerning the future use of the property. Those ongoing conversations will continue under the official reuse group, once formed, to determine the best way to redevelop the property and revitalize the local economy.

Thank you for your attention to Pt. Molate. Though small compared to other bases you will be considering for closure, it holds great potential for revitalizing the economy of the city of Richmond.

Sincerely,

George Miller

GEORGE MILLER, M.C.
7th District, California

PRINTED ON RECYCLED PAPER

City of Alameda California

January 18, 1995

The Honorable John Dalton
Secretary of the Navy
The Pentagon
Washington, D.C. 20005

Dear Mr. Secretary:

The City Council of Alameda, California requests reconsideration of the impending homeport change of the aircraft carriers based at Naval Air Station Alameda. This requested homeport change is in response to BRAC 93 legislation with the stated purpose to save the Department of Defense money. We believe that the cost of reorganization is exceeding the original estimates and negates the intent of BRAC 93. Additionally, we believe the resultant impact will negatively impact the U. S. Navy's peacetime readiness.

The Alameda City Council proposes the Navy keep a minimum of two carriers homeported at the current Alameda Naval Air Station. In addition to keeping the piers active, all government housing, land and facilities necessary to create a Naval Support Activity, Alameda should be retained for use by the U. S. Navy. The acreage and facilities needed for a Naval Support Activity, Alameda would be substantially less than the current Naval Air Station (approximately 25% of the current NAS size). Consolidation of activities into a Naval Support Activity, Alameda would render unnecessary the huge infusion of capital necessary to provide services for the Navy personnel and their families in the Northwest. We firmly believe that BRAC 95 should reconsider the homeporting of aircraft carriers at NAS Alameda for three primary reasons: **economic** - it will save the Navy millions of dollars; **strategic** - it will maintain fleet readiness; and, **quality of life** - the NAS Alameda already has in place those necessities that make serving in the Navy professionally enjoyable.

Ralph J. Appezzato, Mayor

Office of the Mayor, Room 301

City Hall
2263 Santa Clara Avenue • 94501-4456
510-748-4545

City of Alameda California

February 7, 1995

The Honorable Dianne Feinstein
1700 Montgomery Street, Suite 305
San Francisco, CA 94111

Dear Senator Feinstein:

A proposal to retain the Navy's two aircraft carriers at the Naval Station Alameda piers for an extended period of time was developed by members of the Alameda community and presented to the City Council on January 17, 1995. The Council has endorsed this proposal. Your office was forwarded a copy of the proposal for review and concurrence in January. Additional information regarding costs cited in the proposal is provided as an enclosure to this letter.

We are encouraged by your interest in our proposal, and are prepared to furnish any additional information you may feel is germane to these budget items. Please feel free to communicate any concerns you may have to me, at your convenience.

On behalf of the community and the Alameda Navy Retention Tactical Committee, I want to extend our appreciation for your interest in this matter and look forward to your continued support for our efforts.

Very truly yours,

Ralph J. Appezzato
Mayor

RJA:jc

xc: Robert Mestman

enclosure

Ralph J. Appezzato, Mayor
Office of the Mayor, Room 301
City Hall
2263 Santa Clara Avenue • 94501-4456
510-748-4545

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION DAVID

EXECUTIVE CORRESPONDENCE TRACKING SYSTEM (ECTS) # 950614-9

FROM: APPEZZATO, RALPH	TO: DIXON
[redacted]E: MAYOR	TITLE: CHAIRMAN
ORGANIZATION: CITY OF ALAMEDA, CA	ORGANIZATION: DBCRC
INSTALLATION (s) DISCUSSED: FLEET INDUSTRIAL SUPPLY CENTER	

OFFICE OF THE CHAIRMAN	FYI	ACTION	INIT	COMMISSION MEMBERS	FYI	ACTION	INIT
CHAIRMAN DIXON				COMMISSIONER CORNELLA	✓		
STAFF DIRECTOR	✓			COMMISSIONER COX	✓		
EXECUTIVE DIRECTOR	✓			COMMISSIONER DAVIS	✓		
GENERAL COUNSEL	✓			COMMISSIONER KLING	✓		
MILITARY EXECUTIVE				COMMISSIONER MONTOYA	✓		
				COMMISSIONER ROBLES	✓		
DIR./CONGRESSIONAL LIAISON		✓		COMMISSIONER STEELE	✓		
DIR./COMMUNICATIONS				REVIEW AND ANALYSIS			
				DIRECTOR OF R & A	✓		
[redacted]TIVE SECRETARIAT				ARMY TEAM LEADER			
				NAVY TEAM LEADER		X	
DIRECTOR OF ADMINISTRATION				AIR FORCE TEAM LEADER			
CHIEF FINANCIAL OFFICER				INTERAGENCY TEAM LEADER	✓		
DIRECTOR OF TRAVEL				CROSS SERVICE TEAM LEADER			
DIR./INFORMATION SERVICES				ELIZABETH KING		X	

TYPE OF ACTION REQUIRED

✓	Prepare Reply for Chairman's Signature		Prepare Reply for Commissioner's Signature
	Prepare Reply for Staff Director's Signature		Prepare Direct Response
X	ACTION: Offer Comments and/or Suggestions	✓	FYI

Subject/Remarks:

CITY POSITION OF PLACEMENT OF FLEET INDUSTRIAL SUPPLY CENTER - ALAMEDA - FACILITY ANNEX; DISCUSSING PLANS TO TURN LAND OVER TO CITY SO THEY MAY CREATE A BUSINESS PARK.

[redacted]ate: 950616	Routing Date: 950614	Date Originated: 950612	Mail Date:

Postit™ brand fax transmittal memo 7671 | # of pages ▶ 3

To Elizabeth King	From Ralph Appezzato
Co.	Co.
Dept.	Phone #

City of Alameda California

June 12, 1995

Please refer to this number when responding 950614-9

Mr. Alan Dickson
Chairman
Base Realignment and Closure Commission
1700 N. Moore Street
Arlington, Virginia 22207

Subject: City Position of Placement of Fleet Industrial Supply Center (FISC) Alameda Facility/Annex

Dear Commission Members:

The BRAC Commission has requested that the City provide a recommendation with respect to placing FISC under BRAC closure. On June 6, 1995, the City Council took action recommending the placement of FISC under BRAC closure. The following represents key considerations leading up to this decision.

In 1993, BRAC recommended and U.S. Congress accepted that the Alameda Naval Air Station and Naval Aviation Depot be permanently closed. In addition, the Navy recommended to BRAC the closure of FISC. Although BRAG base closure did not concur, the Navy immediately began downsizing FISC, and many of the FISC facilities have been closed, or are near closure. As a result of the impending closure of these facilities, the City of Alameda will sustain severe economic dislocation. To mitigate some of this dislocation, the City Council on March 17, 1994 gave conceptual approval for the City and the Alameda Chamber of Commerce to work together to secure the transfer of FISC to the City, acquire start-up capital, and develop a comprehensive business plan for an advanced technology center at FISC. The advanced technology center was conceived as a possible avenue to draw on existing high technology resources in Alameda to create a business park, business incubator and job-training center. By creating new jobs in Alameda, this would to some extent offset the enormous loss of jobs as a result of base closure.

Special legislation was enacted in late 1994 by the U.S. Congress authorizing the Secretary of Navy to lease property deemed excess by the Navy at FISC Oakland to the Port of Oakland and at FISC Alameda Facility/Annex to the City of Alameda for up to 50 years at nominal consideration. Both the Port of Oakland and the City of Alameda pursued special legislation because of the belief that a lease creates two possible advantages: 1) ability to re-use and re-

Ralph J. Appezzato, Mayor
Office of the Mayor, Room 301
City Hall
2263 Santa Clara Avenue • 94501-4456
510-748-4545

develop the property quickly; and 2) ability for the City to completely control the reuse program.

On December 15, 1995, the Economic Development Administration (EDA) invited the City and the Chamber to jointly apply for Title IX SSED grant assistance of over $1 million for pre-development planning and feasibility analysis. On February 7, 1995, the City Council approved matching funds, but on May 24, 1995 EDA wrote to the City Manager that funding was unavailable. The City and Chamber also applied for a base conversion planning grant from the Office of Economic Adjustment (OEA), but was turned because FISC was not under BRAC closure.

When FISC was placed on BRAC 1995 for potential closure, the City carefully weighed the advantages and disadvantages of closure. While a long-term lease under special legislation is attractive because the City could directly retain control of the property, there is a possibility that GSA could declare FISC as surplus property. Unless there were amended special legislation enacted to directly convey fee title to the City at nominal cost, the City would not be able to effectively control the reuse of the property. There are also unresolved questions regarding the timing and standard of the Navy's environmental clean-up should the City execute a lease with the Navy. Finally, there appears to be no available OEA and EDA funds that could assist the City to plan and re-develop the property.

We understand that placing FISC under BRAC closure may achieve some benefits. First, recently enacted laws provide for a curtailed screening process and a potential for an economic development conveyance to the local reuse authority, the Alameda Reuse and Redevelopment Authority, at below market rates or for free. Assuming that FISC is not taken by one of the preferential public entities, we want the ability to obtain fee title and convert this property to generate jobs and create a tax base for this community. This is crucial for the City of Alameda. Second, another benefit is the Navy's priority clean-up of contaminated land. One of the President's objectives in his "five-point process" was to speed the remediation process so that land can be conveyed. We hope that Alameda receives top priority in receiving clean-up funds. Third, OEA has indicated that if FISC were closed funds may be accessible for re-use planning. Federal funding for base conversion remains an important element to help Alameda alleviate the impact of base closure. Fourth, there will be coordinated planning and leasing under the Alameda Reuse and Redevelopment Authority for the Naval Air Station and FISC. It is under these assumed benefits that the City Council has recommended FISC to be placed under BRAC closure.

However, the City Council's recommendation is not intended to apply to FISC Oakland and impact the signed lease between the Navy and the Port of Oakland. The Port faces a different set of circumstances: they have the financial resources to utilize existing space and piers and a plan to modernize the maritime facilities.

If there are any questions, please feel free to contact me or William C. Norton, City Manager of Alameda.

Sincerely,

Ralph Appezzato
Mayor

RA/JD:mc

cc: City Council
City Manager
Commanding Officer, F.I.S.C. Oakland
Commanding Officer, E.F.A., West

ED703/3/BRAC95A
F: NSC/BRAC 1995

Office of
FLOYD T. JOHNSON
City Manager

City of Richmond

DATE OF TRANSMISSION: 6-12-95

NUMBER OF PAGES (INCLUDING COVER SHEET: 17

(1) TO: Ralph A. Kaiser, Counsel, BRAC Commission
(2) Eric Lindenbaum, Senior Analyst
✓ (3) David Epstein
PHONE: FAX #: (703) 696-0550

FROM: Floyd Johnson
City Manager
PHONE: (510) 620-6512

COMMENTS: Please see that all addressees are copied. Originals will be mailed.

Thank you

NOTE: If you did not receive all of the pages, or if you have a question, please call the verifying number.

2600 Barrett Ave. P.O. Box 4046 Richmond California 94804
telephone: 510 620-6512
fax: 510 620-6542

Printed on Recycled Paper

MAYOR
Rosemary M. Corbin

City of Richmond

June 12, 1995

Ralph A. Kaiser, Counsel
BRAC Commission
1700 N. Moore St.
Suite 1425
Arlington, VA 22209

Dear Mr. Kaiser:

As a result of the numerous discussions which have recently occurred concerning the future of the Point Molate Naval Fuel Depot, Richmond, we have prepared suggested actions and a proposed motion (Attachment A forwarded under separate cover) for the Commission's consideration. Overall, the following suggestions anticipate that a Reuse Plan, establishing Point Molate as a multi-functional center serving a variety of public purposes, can be prepared expeditiously through a collaborative effort by affected organizations.

1. Retain the Point Molate Naval Fuel Depot, Richmond on the BRAC list.

   Comment: The BRAC process, and specifically the requirement for a locally developed Reuse Plan, is consistent with the City of Richmond's (and we believe other potentially involved agencies' and organizations') view of determining appropriate long-term use of Point Molate.

2. The BRAC Commission separate its consideration of Point Molate Naval Fuel Depot, Richmond from other FISC, Oakland facilities.

   Comment: This request recognizes that:

   A. While Point Molate is under the command of FISC, Oakland, it is geographically distant from other facilities under that Command (i.e., NSC, Oakland and NSC Annex, Alameda);

   B. Distinct from other FISC, Oakland facilities, Point Molate Naval Fuel Depot, Richmond is scheduled to be vacated, and become excess property, on September 30, 1995; and

2600 Barrett Ave. P.O. Box 4046 Richmond California 94804
telephone: 510 620-6503
fax: 510 620-6542

C. Unlike the Point Molate Naval Fuel Depot, both NSC, Oakland and NSC Annex, Alameda are totally, or in part, under existing lease arrangements.

3. Pending the development of an acceptable Reuse Plan for the Point Molate Naval Fuel Depot, Richmond, the BRAC Commission establish that it will recommend long-term disposition of the property occur under the following conditions:

A. That the property be determined as "clean" by standards established by the federal EPA, California EPA and any other applicable federal or state agencies;

B. That the property be transferred to the City of Richmond as the sole transferee and Reuse Authority, recognizing it is the only agency with local land use and other broad general government powers required to facilitate the optimum redevelopment of Point Molate;

C. That transfer of Point Molate Naval Fuel Depot, Richmond include an agreed list of related equipment; and

D. That with the involvement of affected agencies and organizations, the City of Richmond initiate a process to develop a Reuse Plan for Point Molate.

Comment: This recognizes that:

A. Public agencies are the most appropriate ongoing stewards for this property which is extremely significant to the history of Richmond and Northern California;

B. By virtue of the fact that Point Molate Naval Fuel Depot, Richmond is totally located within City of Richmond, future appropriate uses must be consistent with the City's land use policies and regulations;

C. Through its general government powers, Richmond can best guide implementation of an adopted Reuse Plan;

D. The City of Richmond is still paying costs resulting from unplanned growth and activities involved in the community's participation in defense efforts during WW II;

E. By virtue of its location along the I-80 corridor, the City of Richmond, and its citizens, have already suffered significant economic impacts resulting from closures or force reductions in military installations within other communities;

F. Point Molate Naval Fuel Depot, Richmond can play a critical role in the City's continued economic development efforts - efforts which are critical to the objective of achieving equal access to the economic system by all Richmond citizens; and

G. The City of Richmond has already initiated discussions with other public agencies and affected organizations concerning the future use of the Point Molate Naval Fuel Depot, Richmond, and that this collaborative public planning process would continue in accordance with BRAC procedures.

4. The BRAC Commission recognize that future use of the property must be consistent with federal, state and local historic preservation regulations.

   Comment: Winehaven is on the National Register of Historic Places. Modifications to any structure which is within the boundaries of the historic district must comply with applicable federal, state and local regulations.

5. The BRAC Commission's decision on transfer of Point Molate consider the fact that the City of Richmond will likely assume security responsibilities for Point Molate Naval Fuel Depot, Richmond after the scheduled date of departure by FISC, Oakland of September 30, 1995.

   Comment: This recognizes that the City of Richmond is currently in discussions with the Navy to ensure appropriate mechanisms are established to provide ongoing police, fire and emergency medical services after September 30, 1995, and consequently will have a presence on the property in fulfilling those obligations.

Like other U.S. communities, Richmond's men and women have always lent significant support to the country's defense efforts. However, unlike most other communities, many Richmond citizens have historically been unable to fully access our economic system - a system which is a critical part of the foundation of our contemporary society. While we believe that current policies of the City of Richmond are changing those historical trends, information contained in Attachment B demonstrates that a significant amount of work remains in order to provide citizens of Richmond, as well as residents of our neighboring communities, with adequate tools and resources to fully participate in the country's social fabric in the 21st century. That is the objective for our community, and we believe that our suggested actions will help achieve that objective by enabling us to provide our community with important social resources and economic opportunities.

On behalf of the City of Richmond we want to thank the BRAC Commission and its staff for what we believe has been a productive series of discussions and an efficient and effective process.

Sincerely,

Rosemary M. Corbin
Mayor

Sincerely,

Floyd T. Johnson
City Manager

Attachment A: Draft Motion for the BRAC Commission's consideration

B: City of Richmond information including comparative demographic data.

cc: Congressman George Miller
Captain J. R. Bailey, USN
Eric Lindenbaum
David Epstein

Attachment A

To be forwarded under separate cover.

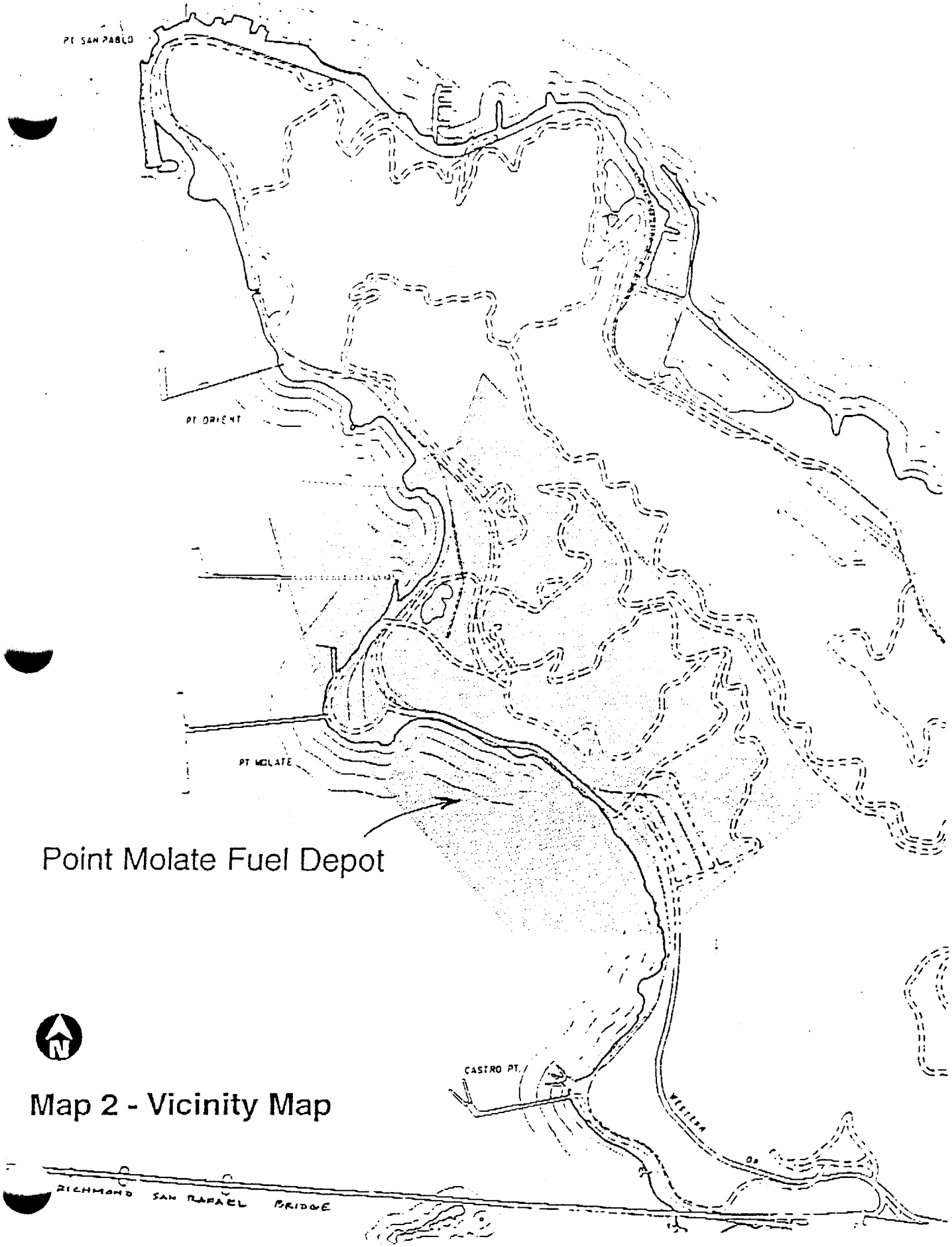
ATTACHMENT B

The following materials are intended to facilitate discussions concerning designation of the City of Richmond as the sole Reuse Authority for the Point Molate Naval Fuel Depot, Richmond after it is no longer actively used by the Navy.

- Map 1 shows Richmond in the context of the northeastern portion of the San Francisco Bay area.
- Map 2 shows the location of the Point Molate Naval Fuel Depot facility in the context of the City of Richmond.
- Table 1 contains a summary of facts about the City of Richmond.
- Table 2 compares 1990 Census data related to income, poverty and unemployment for Contra Costa County (the County in which Richmond is located) with similar information for the City of Richmond.
- A synopsis and interpretation of these data and a brief discussion of the City's economic development strategy follows Table 2.

San
Pablo
Bay
Richmond
San
Oakland
San
Francisco
Francisco
Bay
N

N 1



Map 2 - Vicinity Map

TABLE 1

RICHMOND FACT SHEET

LOCATION: 16 MILES NORTHEAST OF SAN FRANCISCO, ON A PENINSULA SEPARATING SAN FRANCISCO BAY AND SAN PABLO BAY.

RICHMOND'S TOTAL AREA: 56.0 SQUARE MILES (LAND AREA 33.7/WATER AREA 22.3)

TOTAL MILES OF SHORELINE: 32 MILES

INCORPORATED: AUGUST 7, 1905.

CURRENT MAYOR: ROSEMARY CORBIN

CURRENT CITY COUNCIL MEMBERS: IRMA ANDERSON, ALEX EVANS, RICHARD GRIFFIN, JOHN MARQUEZ, JAMES MCMILLAN, LAVONNE NICCOLLS (VICE MAYOR), DONNA POWERS, LONNIE WASHINGTON, JR.

CITY MANAGER: FLOYD T. JOHNSON

SOURCE: City of Richmond

TABLE 2

COMPARATIVE DEMOGRAPHIC DATA

	COUNTY TOTAL	RICHMOND
INCOME		
Median household income	$45,087	$32,163
Median family income	$51,651	$36,657
Per capita income	$20,748	$14,630
PERCENT BELOW POVERTY IN 1989		
All persons	7.3%	16.1%
All families	5.5%	13.5%
LABOR SOURCE STATISTICS (CIVILIAN LABOR FORCE)		
Employed	406,507	38,823
Unemployed	21,395	4,060
Percent unemployed	5.0%	9.5%

SOURCE: 1990 US CENSUS

FIGURE 1

RICHMOND, CA POPULATION

HISTORICAL SUMMARY 1905-1994

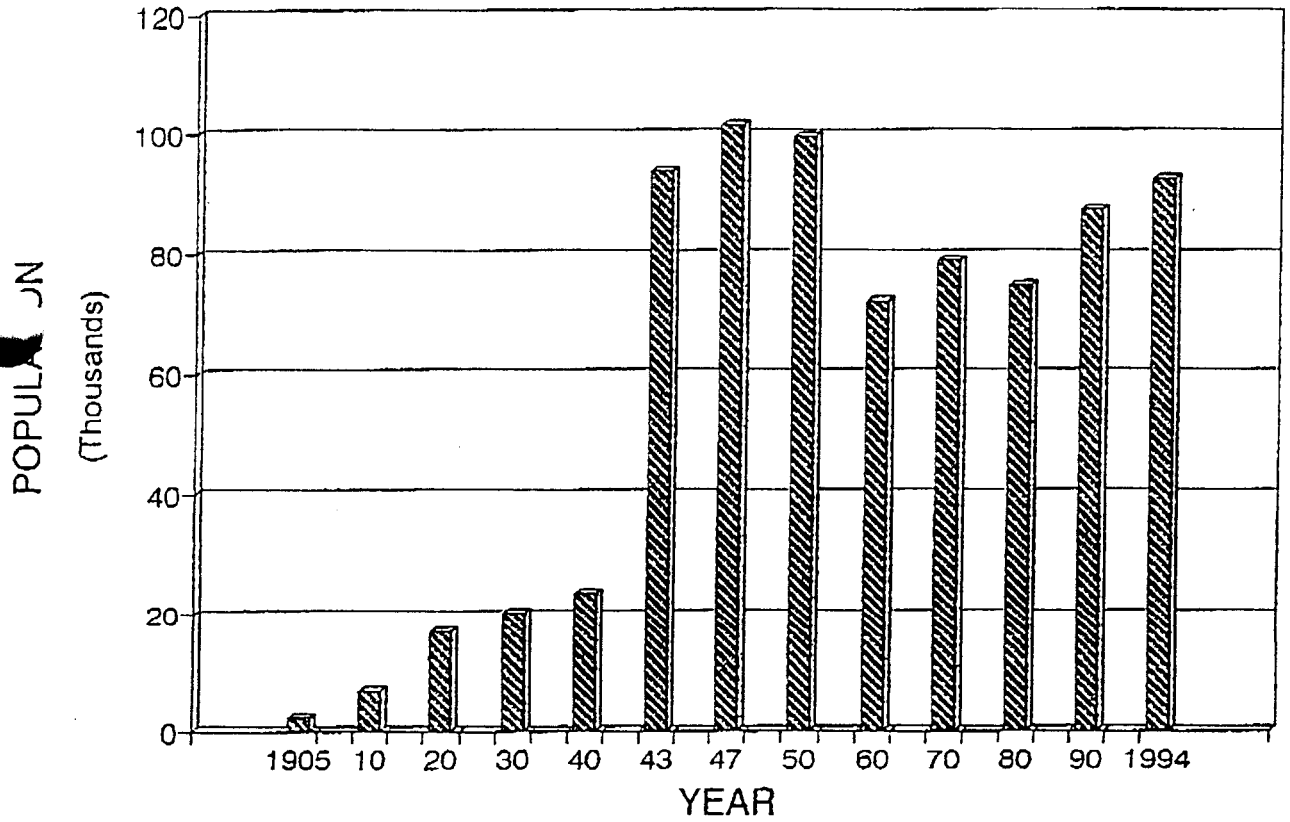
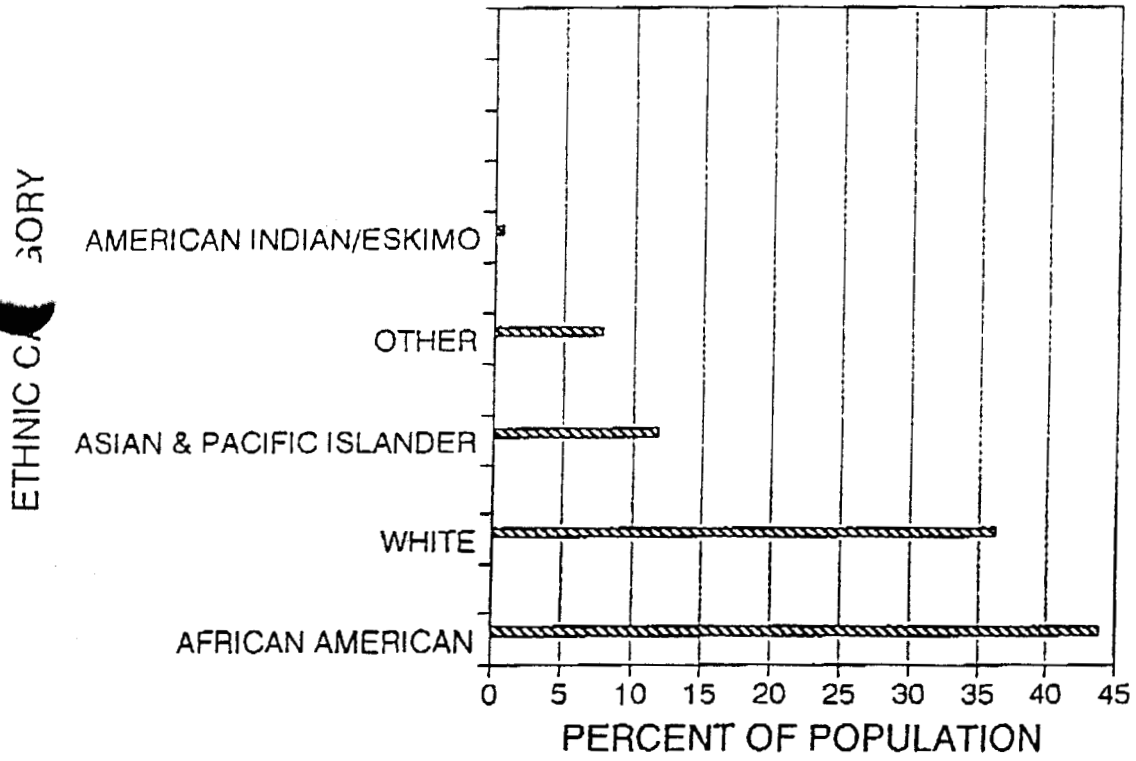


FIGURE 2

RICHMOND, CA
1990 ETHNIC COMPOSITION



NOTE: 14.5% of Hispanic origin.

SYNOPSIS AND INTERPRETATION OF PERTINENT DATA AND INFORMATION

These data demonstrate several significant points:

1. Figure 1 shows historical population levels for the City of Richmond. Notably, because of migration related to the Richmond Kaiser Shipyards, the City experienced population levels during World War II which exceed its current population. Impacts from these sudden changes in population are still present.

2. Figure 2 shows the City's ethnic composition and demonstrates Richmond's rich diversity.

3. Data in Table 1 on median household income; median family income; per capita income; relative number of individuals below poverty; relative number of families below poverty; and unemployment are indices of the inability of specific segments of the City's population to successfully access the regional economic system.

   These data demonstrate that in 1990, in terms of access to the Bay Area's regional economy, Richmond residents were disadvantaged when viewed in the context of all of Contra Costa County.

4. In the mid-1980s, the Richmond City Council determined that the City's situation was unacceptable and directed that a two-pronged strategy be developed and implemented.

   In summary one component of this strategy involves efforts to retain existing businesses (with special emphasis on expanding businesses). The second strategy is directed toward a focused employment and training program operated by the City of Richmond.

Both strategies have been very successful. For example:

- Since 1987, about $1.5 billion of private sector funds have been invested in commercial and industrial activities in Richmond.

- In 1994, the City's Employment and Training program placed 1,410 people in jobs.

5. While the City is pleased with progress being made to provide access by all residents to the area's economic system, a significant amount of work remains if Richmond is to continue to successfully address the needs of its citizens - and, in fact, the needs of all residents of Western Contra Costa County.

6. Biotechnology has become a potentially important business category as Richmond enters the 21st century. During the last few years, Richmond has become home to several biotechnology companies at varying levels of maturation. LXR, Inc., is an example of a start-up biotechnology company which has located in Richmond. Berlex Biosciences, exemplifies a relatively more developed biotechnology company. In 1994, Berlex started construction of a 1 million square foot programmed facility in Richmond.

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STRATEGIC PLAN
FOR RE-USE OF
THE POINT MOLATE
NAVAL FUEL DEPOT
PROPERTY

PRESENTED TO A COMMITTEE
OF THE
DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

MAY 23, 1995

PRESENTATION BY

ROSEMARY M. CORBIN
MAYOR
CITY OF RICHMOND

FLOYD T. JOHNSON
CITY MANAGER
CITY OF RICHMOND

The following materials and vision and strategy statements are intended to facilitate discussions concerning the reuse of the Point Molate Naval Fuel Depot after it is no longer actively used by the Navy.

- Map 1 shows Richmond in the context of the northeastern portion of the San Francisco Bay area.
- Map 2 shows the location of the Point Molate Naval Fuel Depot facility in the context of the City of Richmond.
- Table 1 contains a summary of facts about the City of Richmond.
- Table 2 compares 1990 Census data related to income, poverty and unemployment for Contra Costa County (the County in which Richmond is located) with similar information for the City of Richmond.
- A synopsis and interpretation of these data and a brief discussion of the City's economic development strategy follows Table 2.
- A proposed vision statement, objectives and strategies pertaining to the reuse of the Point Molate Naval Fuel Depot complete these materials.

San
Pablo
Bay
N
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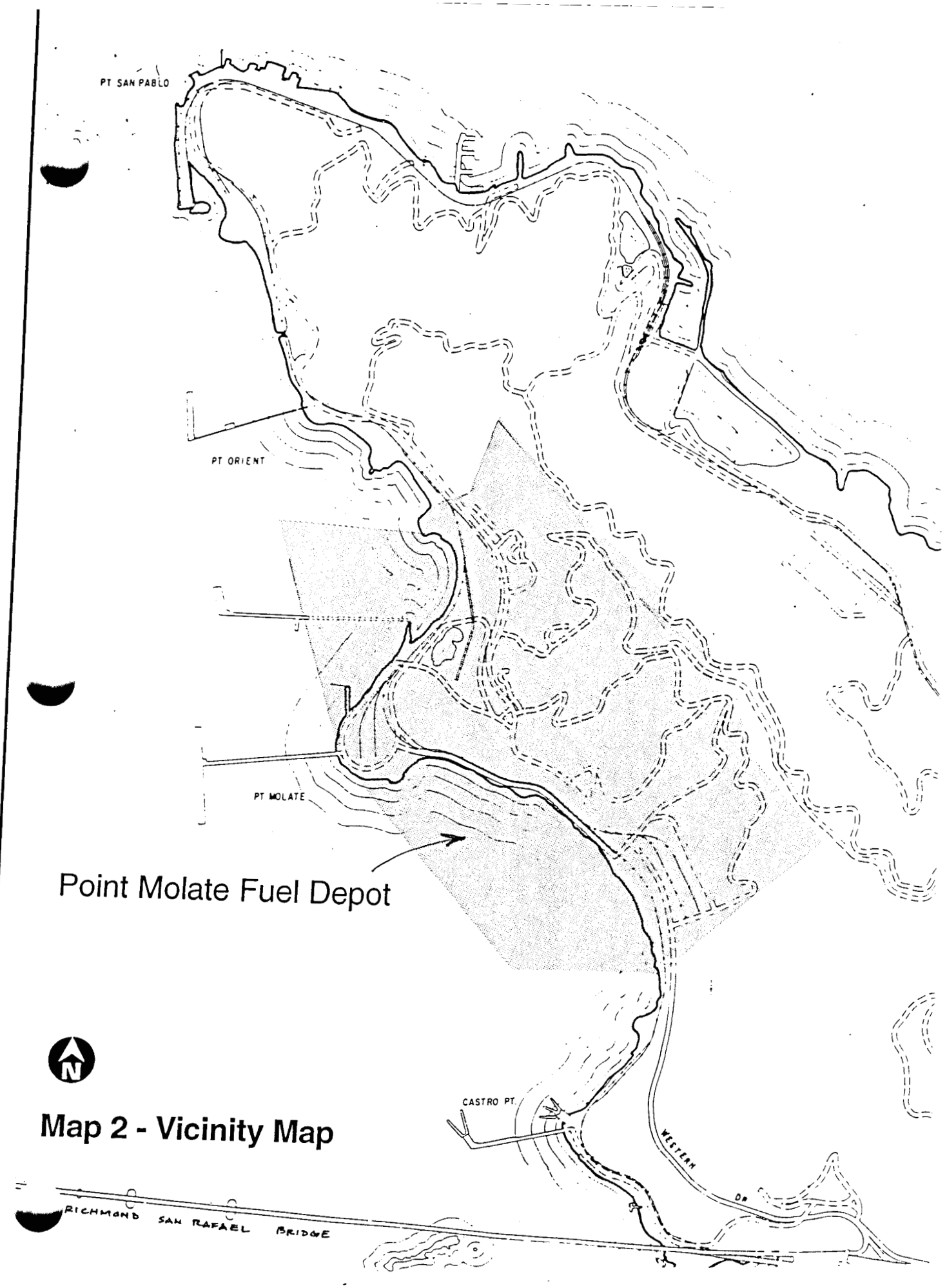
Francisco
Francisco
Bay

1



Map 2 - Vicinity Map

TABLE 1

RICHMOND FACT SHEET

LOCATION: 16 MILES NORTHEAST OF SAN FRANCISCO, ON A PENINSULA SEPARATING SAN FRANCISCO BAY AND SAN PABLO BAY.

RICHMOND'S TOTAL AREA: 56.0 SQUARE MILES (LAND AREA 33.7/WATER AREA 22.3)

TOTAL MILES OF SHORELINE: 32 MILES

INCORPORATED: AUGUST 7, 1905.

CURRENT MAYOR: ROSEMARY CORBIN

CURRENT CITY COUNCIL MEMBERS: IRMA ANDERSON, ALEX EVANS, RICHARD GRIFFIN, JOHN MARQUEZ, JAMES MCMILLAN, LAVONNE NICCOLLS (VICE MAYOR), DONNA POWERS, LONNIE WASHINGTON, JR.

CITY MANAGER: FLOYD T. JOHNSON

SOURCE: City of Richmond

TABLE 2

COMPARATIVE DEMOGRAPHIC DATA

	COUNTY TOTAL	RICHMOND
INCOME		
Median household income	$45,087	$32,163
Median family income	$51,651	$36,657
Per capita income	$20,748	$14,630
PERCENT BELOW POVERTY IN 1989		
All persons	7.3%	16.1%
All families	5.5%	13.5%
LABOR SOURCE STATISTICS (CIVILIAN LABOR FORCE)		
Employed	406,507	38,823
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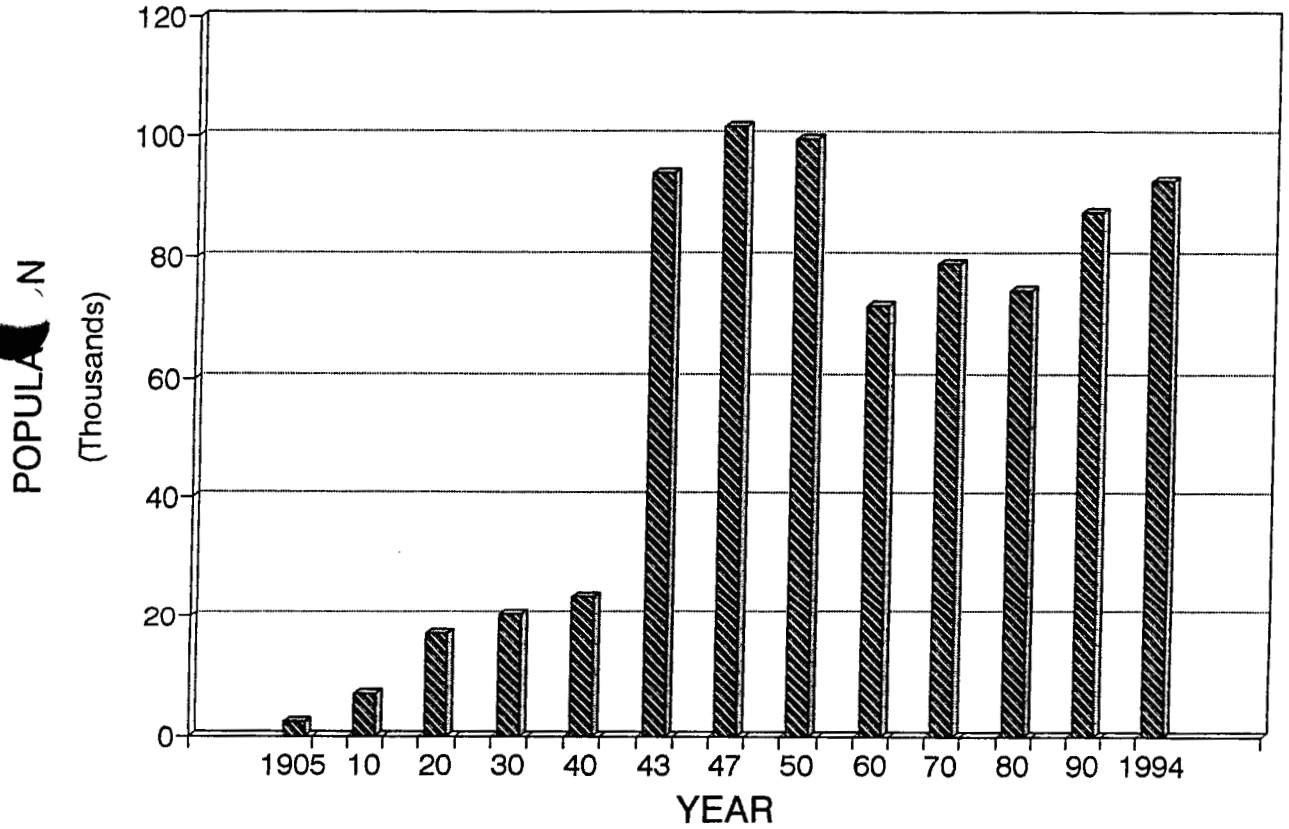

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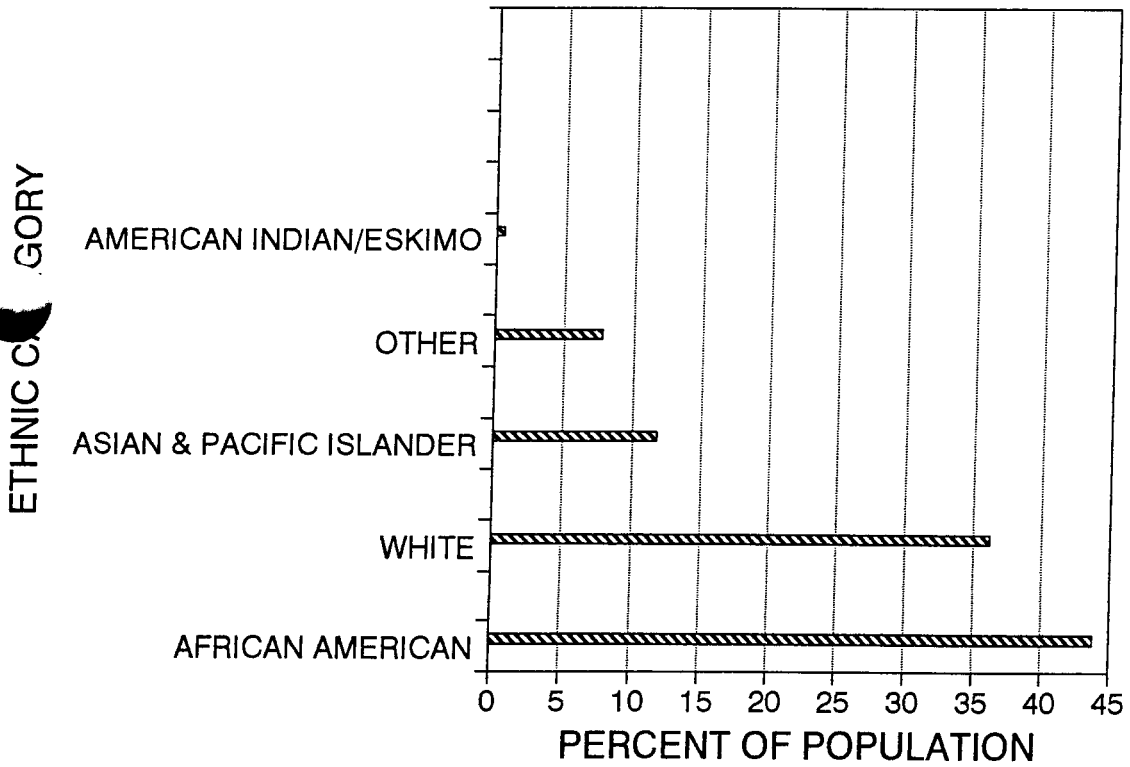
1990 ETHNIC COMPOSITION



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VISION AND STRATEGIES FOR REUSE OF THE POINT MOLATE NAVAL FUEL DEPOT

VISION STATEMENT: EMPHASIZING THE HISTORIC IMPORTANCE OF POINT MOLATE AND THE DRAMATIC VIEWS FROM THE SITE, DEVELOP A MULTI-FUNCTIONAL CENTER WHICH ACCOMMODATES THE INTERESTS OF A VARIETY OF COMMUNITY-BASED ORGANIZATIONS; AND SUPPORTS IMPLEMENTATION OF THE CITY'S ECONOMIC STRATEGIES.

Objective 1. Provide for ongoing public access to property generally located west of Western Drive and north of I-580.

Objective 2. Recognize and preserve the historic importance of the existing facilities designated as a National Historic Area.

Objective 3. Involve a broad range of community interests in preparing specific reuse plans for Point Molate.

Objective 4. Use the Point Molate facilities to enhance the City of Richmond's Economic Development Strategies.

The following strategies support these objectives:

Strategy 1. Establish Point Molate's historic importance, and its designation on the National Register of Historic Places, as a key element in determining appropriate future reuse activities.

Comment: Recognition of Point Molate's historic importance is an important positive element in guiding decisions on future reuse activities. For example, this strategy suggests that future reuse plans emphasize activities within the existing

main buildings. By virtue of its location within Richmond's corporate limits, Point Molate's reuse must be consistent with local policy direction established within the City's General Plan and related documents. This strategy is consistent with policies in the City's adopted General Plan. For example:

"City will continue to designate Winehaven buildings at Point Molate...as historic landmarks and require that development at or near them respond to their character and setting." Source: Richmond General Plan, Volume I, 1994, OSC-38.

Point Molate can become an important element of the community's coordinated economic development efforts. For example, in coordination with local biotechnology firms, one component of a reuse plan for Point Molate could emphasize a biotechnology conference center in conjunction with a dedicated site for the existing Contra Costa County Community College Biotechnology Training Program.

Strategy 2. In cooperation with potential user groups and organizations prepare a "Future Activities Plan" for the Point Molate Naval Fuel Depot.

Comment: The adopted Winehaven Plan should: address both short- and long-term use issues; be consistent with other strategies and objectives discussed above; emphasize the facility's potential for enhancing strategies concerning economic development and education of residents of Western Contra Costa County; recognize the facility's importance to the history of Richmond and the Bay Area; and naturally provide for public involvement prior to its adoption.

Working with appropriate Navy personnel, prepare an inventory of equipment which can be transferred as part of an excess property action. This equipment can be an important element in ensuring the continued high level of maintenance required by this historic facility.

Strategy 3. Working with appropriate Navy personnel, establish and implement procedures for the transfer of control and use of the Point Molate Naval Fuel Depot property to a long-term steward of the property which can continue to maintain the property in public ownership.

Comment: During its function as a Naval Fuel Depot, Point Molate has played an important public role. Beside operating the facility as an important part of the country's defense systems, the Navy has acted as a steward of this <u>public</u> property. Future reuse plans should continue the stewardship concept established and implemented by the Navy.

Working with appropriate Navy personnel, prepare an inventory of equipment which can be transferred as part of an excess property action. This equipment can be an important element in ensuring the continued high level of maintenance required by this historic facility.

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Strategy 4. As part of the transfer of control and responsibility for the Point Molate Fuel Depot property, appropriate mechanisms should be implemented which will require that the Navy meet its current commitment to remove contaminants from the property.

Comment: Contaminant removal will be judged complete as prescribed by federal EPA and/or State EPA, and other appropriate State and federal agencies.

Office of the
PLANNING DIRECTOR

City of Richmond

COVER SHEET
FAX# (510)620-6858

Date: 5/30/95 Time: 4:00pm Total Pages (incl. cover): 5

To: Ralph A. Kaiser
BRAC Commission
Phone #: 703-696-0504
FAX: 703-696-0550

From: Jim Faraf
Richmond Planning Dept.
Phone #: 510-620-6706

Comments:

2600 Barrett Ave. P.O. Box 4046 Richmond California 94804 telephone: 510 620-6706

Printed on Recycled Paper

Office of
City Manager

City of Richmond

May 30, 1995

Ralph A. Kaiser, Counsel
BRAC Commission
1700 N. Moore St.
Suite 1425
Arlington, VA 22209

Dear Mr. Kaiser:

As you suggested during our recent discussions, we have prepared draft language for your consideration in the context of the BRAC Commission's future actions on the Point Molate Naval Fuel Depot, Richmond.

Since our discussions Judith Trice, Assistant City Attorney has also been assigned to work on this project. Because Judith is away from the office this week, we decided to forward this draft letter to you for your comments. Judith is scheduled to return on June 5th, and she indicated that she will telephone you at that time.

In the interim, please feel free to call me at (510) 620-6888 (510) 620-6512 - alternate telephone number), or Jim Farah, Planning Director (510) 620-6706.

Thank you for your assistance.

Sincerely,

Pat

Patricia M. Jones
City Manager's Office

2600 Barrett Ave. P.O. Box 4046 Richmond California 94804

telephone: 510 620-6512
fax: 510 620-6542

D R A F T

May 30, 1995

Ralph A. Kaiser, Counsel
BRAC Commission
1700 N. Moore St.
Suite 1425
Arlington, VA 22209

Dear Mr. Kaiser:

As a result of the numerous discussions which have recently occurred concerning the future of the Point Molate Naval Fuel Depot, Richmond, Mayor Corbin and I have prepared suggested actions for the Commission's consideration. Overall, the following suggestions anticipate that a Reuse Plan, establishing Point Molate as a multi-functional center serving a variety of public purposes, can be prepared expeditiously through a collaborative effort by affected organizations.

1. Retain the Point Molate Naval Fuel Depot, Richmond on the BRAC list.

   Comment: The BRAC process, and specifically the requirement for a locally developed Reuse Plan, is consistent with the City of Richmond's (and I believe other potentially involved agencies and organizations) view of determining appropriate long-term use of Point Molate.

2. The BRAC Commission separate its consideration of Point Molate Naval Fuel Depot, Richmond from other FISC, Oakland facilities.

   Comment: This request recognizes that:

   A. While Point Molate is under the command of FISC, Oakland, it is geographically distant from other facilities under that Command (i.e., NSC, Oakland and NSC Annex, Alameda);

   B. Distinct from other FISC, Oakland facilities, Point Molate Naval Fuel Depot, Richmond is scheduled to be vacated, and become excess property, on September 30, 1995; and

C. Both NSC, Oakland and NSC Annex, Alameda are totally, or in part, under existing lease arrangements.

3. Pending the development of an acceptable Reuse Plan for the Point Molate Naval Fuel Depot, Richmond, the BRAC Commission establish that it will recommend long-term disposition of the property occur under the following conditions:

A. That the property be determined as "clean" by standards established by the federal EPA, California EPA and any other applicable federal or state agencies;

B. That the property be transferred only to the City of Richmond, recognizing it is the only agency with local land use authority;

C. That costs for transfer of Point Molate Naval Fuel Depot, Richmond and an agreed list of related equipment not exceed $1.00; and

D. That with the involvement of affected agencies and organizations, the City of Richmond initiate a process to develop a Reuse Plan for Point Molate.

Comment: This recognizes that:

A. Public agencies are the most appropriate ongoing stewards for this property which is extremely significant to the history of Richmond and Northern California;

B. By virtue of the fact that Point Molate Naval Fuel Depot, Richmond is totally located within City of Richmond, future appropriate uses must be consistent with the City's land use policies and regulations;

C. The City of Richmond is still paying costs resulting from unplanned growth and activities involved in the community's participation in defense efforts during WW II;

D. By virtue of its location along the I-80 corridor, the City of Richmond, and its citizens, have already suffered significant economic impacts resulting from closures or force reductions in military installations within other communities;

E. Point Molate Naval Fuel Depot, Richmond can play a critical role in the City's continued economic development efforts - efforts which are critical to the objective of achieving equal access to the economic

system by all Richmond citizens; and

F. The City of Richmond has already initiated discussions with other public agencies and affected organizations concerning the future use of the Point Molate Naval Fuel Depot, Richmond, and that this collaborative public planning process would continue in accordance with BRAC procedures.

4. The BRAC Commission recognize that future use of the property must be consistent with federal, state and local historic preservation regulations.

   Comment: is on the National Register of Historic Places. Modifications to any structure which is within the boundaries of the historic district must comply with applicable federal, state and local regulations.

5. During the period between September 30, 1995 (the scheduled date of departure by FISC, Oakland) and transfer of the property to its new long-term steward, Point Molate Naval Fuel Depot, Richmond be leased to the City of Richmond for $1.00 per month.

   Comment: This recognizes that the City of Richmond is currently in discussions with the Navy to ensure appropriate mechanisms are established to provide ongoing police, fire and emergency medical services after September 30, 1995, and consequently will have a presence on the property in fulfilling those obligations. In addition, access to the property through a lease arrangement will facilitate expeditious and efficient preparations of the Point Molate Reuse Plan by the City of Richmond and other participating public agencies.

On behalf of the City of Richmond I want to thank the BRAC Commission and its staff for what I believe has been a productive series of discussions.

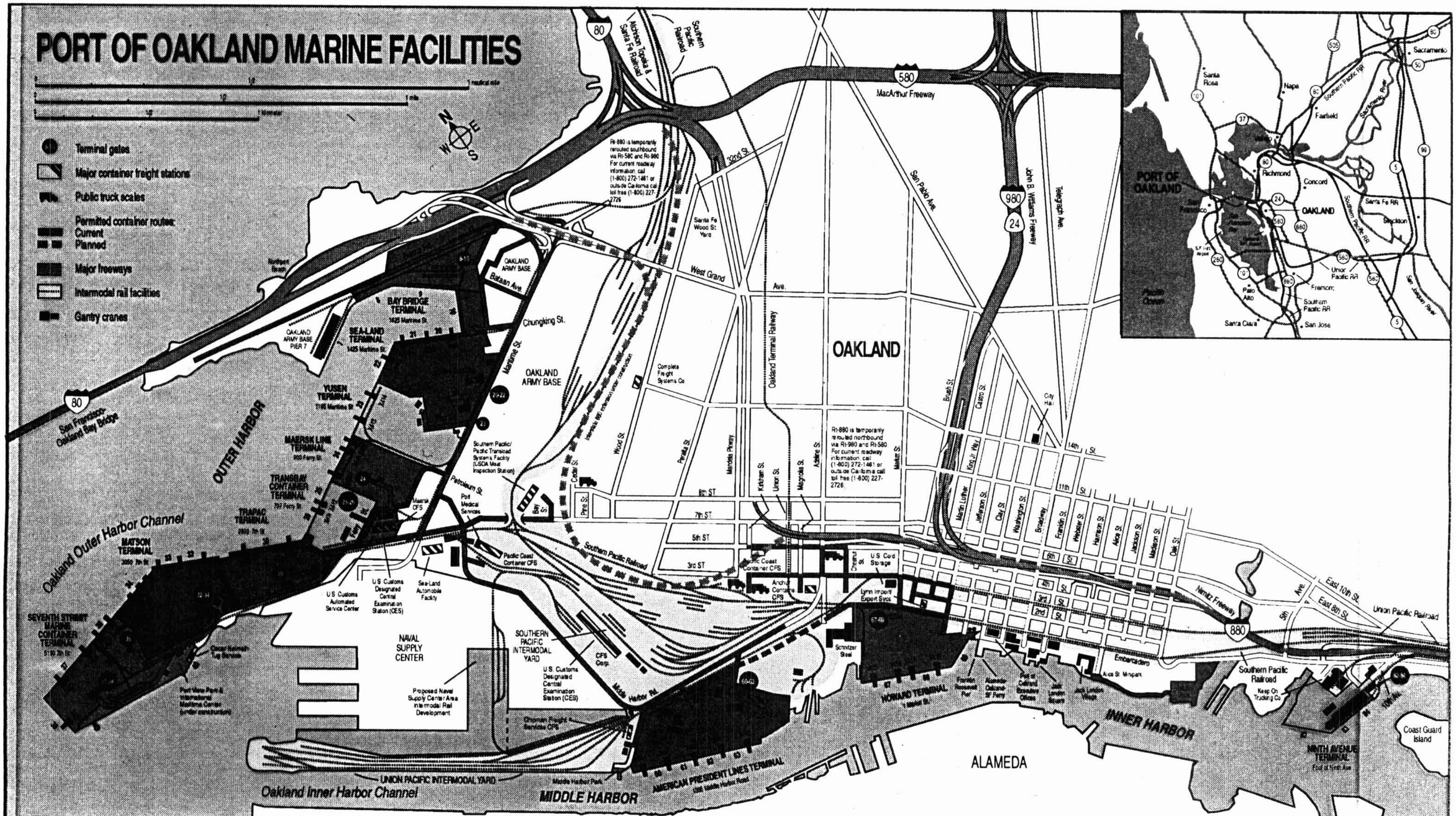
Sincerely,

Floyd T. Johnson
City Manager

PORT OF OAKLAND

James Putz
Senior Maritime
Projects Analyst
(510) 272-1464
FAX (510) 839-6899

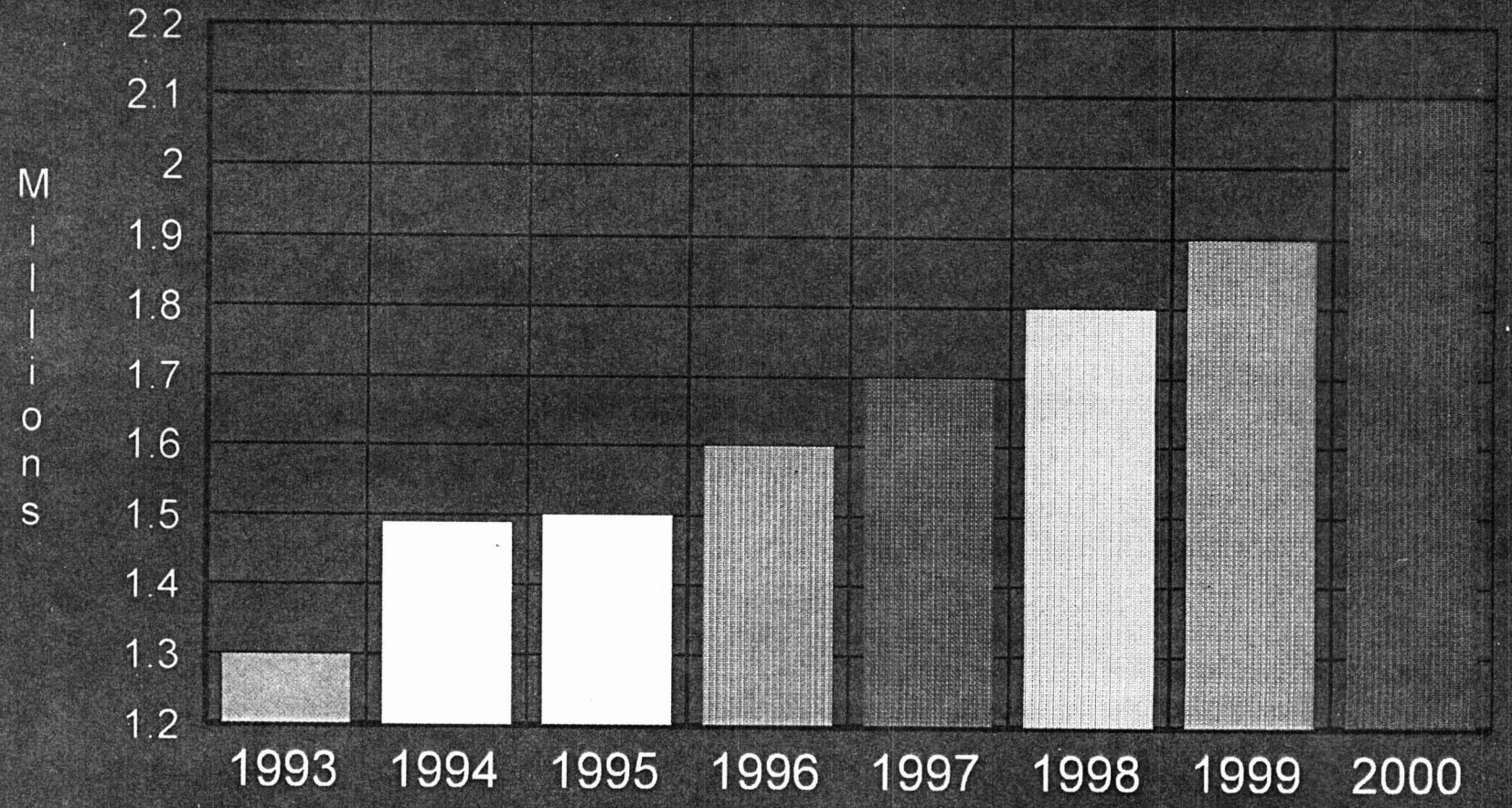
530 Water Street
Oakland, California
94607

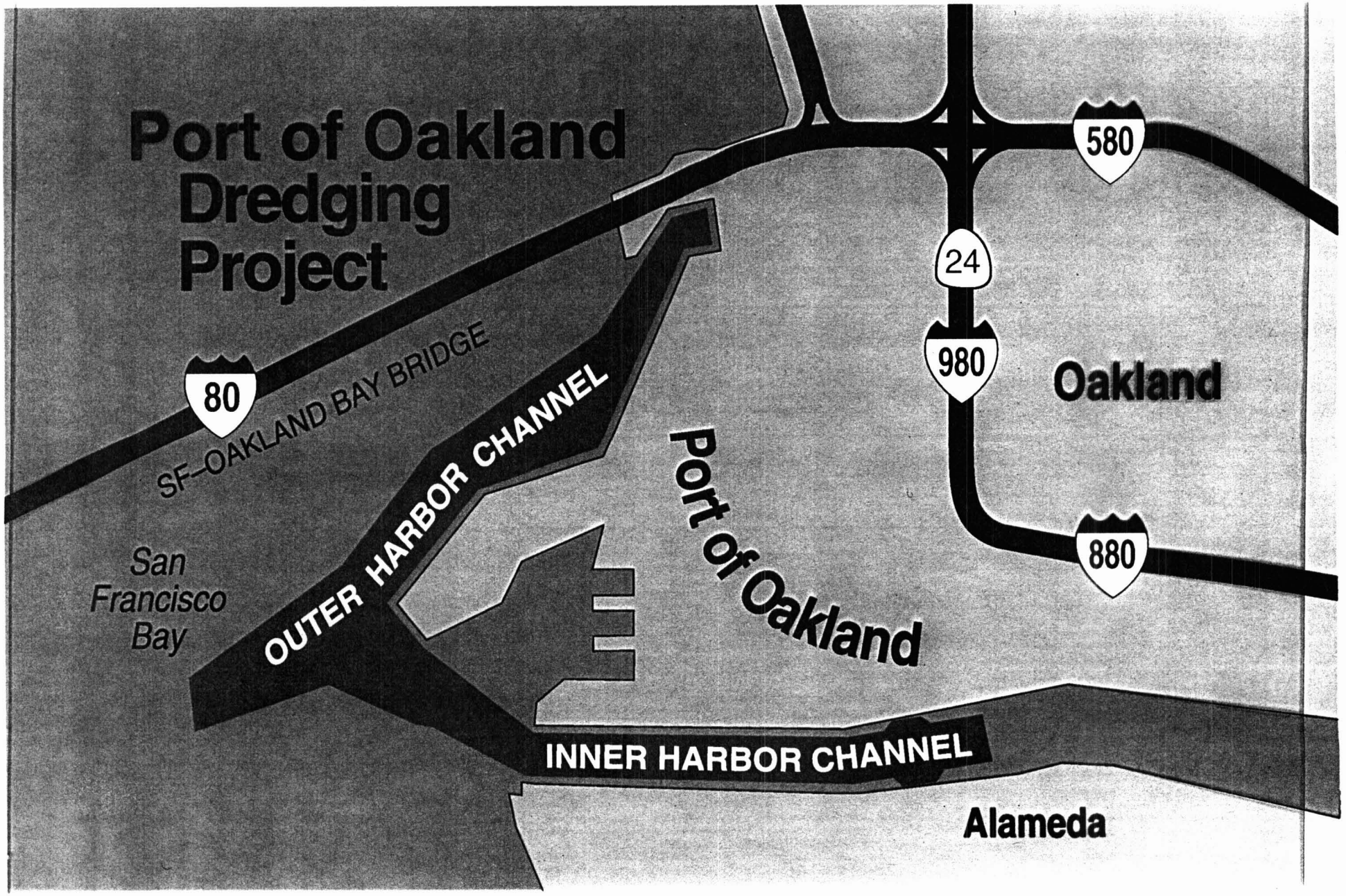


PORT OF OAKLAND MARINE FACILITIES
Terminal gates
Major container freight stations
Public truck scales
Permitted container routes:
Current
Planned
Major freeways
Intermodal rail facilities
Gantry cranes
OAKLAND
OAKLAND ARMY BASE
OUTER HARBOR
INNER HARBOR
MIDDLE HARBOR
ALAMEDA
Oakland Outer Harbor Channel
Oakland Inner Harbor Channel
San Francisco-Oakland Bay Bridge
BAY BRIDGE TERMINAL
SEA-LAND TERMINAL
YUSEN TERMINAL
MAERSK LINE TERMINAL
TRANSBAY CONTAINER TERMINAL
TRAPAC TERMINAL
MATSON TERMINAL
SEVENTH STREET MARINE CONTAINER TERMINAL
NAVAL SUPPLY CENTER
SOUTHERN PACIFIC INTERMODAL YARD
UNION PACIFIC INTERMODAL YARD
AMERICAN PRESIDENT LINES TERMINAL
HOWARD TERMINAL
NINTH AVENUE TERMINAL
Coast Guard Island
MacArthur Freeway
John B. Williams Freeway
Nimitz Freeway
Southern Pacific Railroad
Union Pacific Railroad
Oakland Terminal Railway
West Grand Ave.
Embarcadero
PORT OF OAKLAND
Richmond
Concord
Santa Rosa
Napa
Fairfield
Sacramento
Stockton
San Jose
Santa Clara
Palo Alto
Fremont

PORT OF OAKLAND

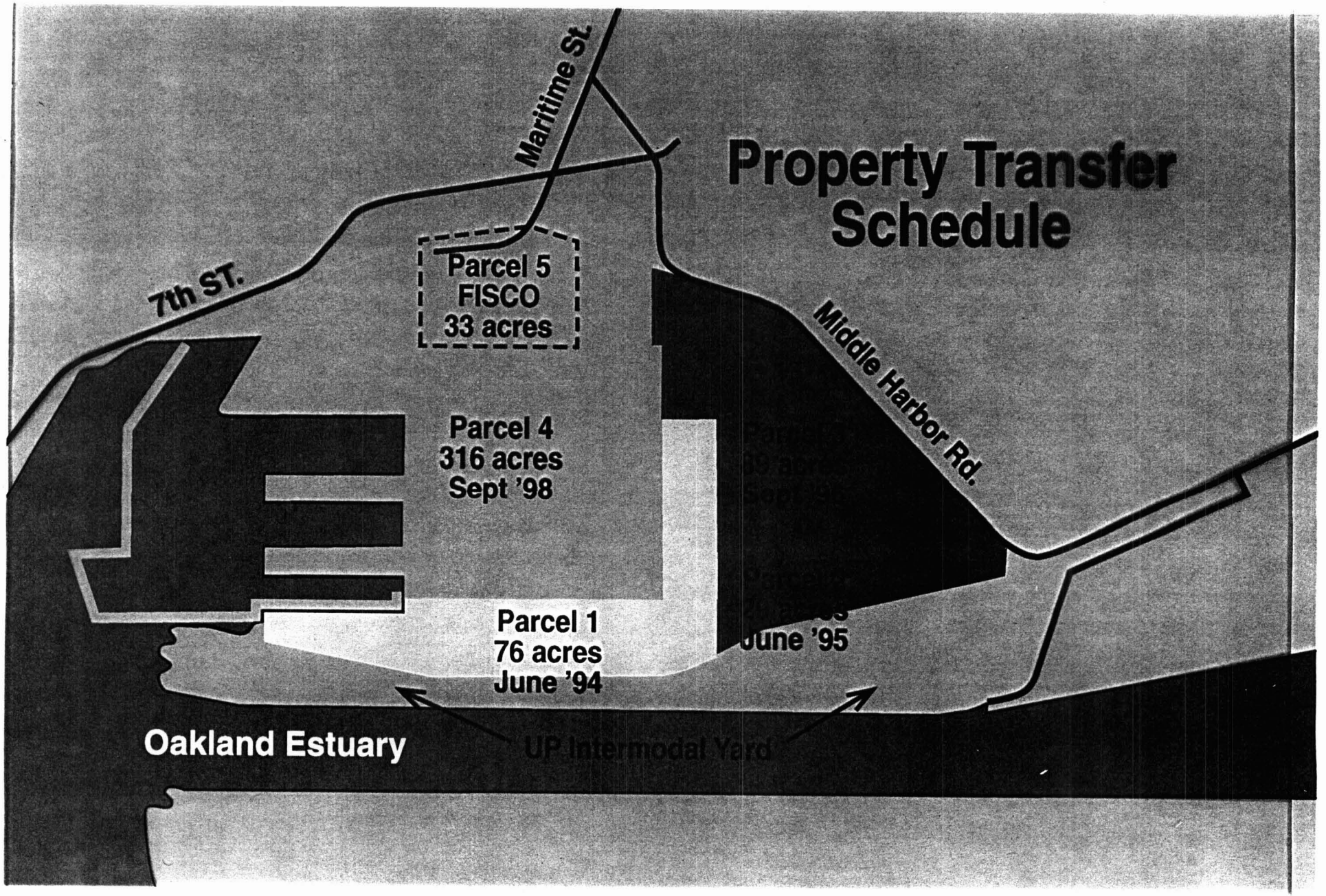
PROJECTED GROWTH IN TEUS




Port of Oakland
Dredging
Project
580
24
980
Oakland
80
SF–OAKLAND BAY BRIDGE
OUTER HARBOR CHANNEL
Port of Oakland
880
San
Francisco
Bay
INNER HARBOR CHANNEL
Alameda

SPECIAL LEGISLATION

Special legislation, jointly drafted by the Navy and the Port of Oakland and sponsored by Congressman Ronald V. Dellums was enacted under the Defense Authorization Act of 1993. The legislation authorizes the Secretary of the Navy to lease portions of the Fleet Industrial Supply Center Oakland to the Port of Oakland as the Secretary determines is available.


Property Transfer Schedule
Maritime St.
7th ST.
Middle Harbor Rd.
Parcel 5
FISCO
33 acres
Parcel 4
316 acres
Sept '98
Parcel 1
76 acres
June '94
June '95
Oakland Estuary
UP Intermodal Yard

ECONOMIC IMPACT OF INTERIM USE

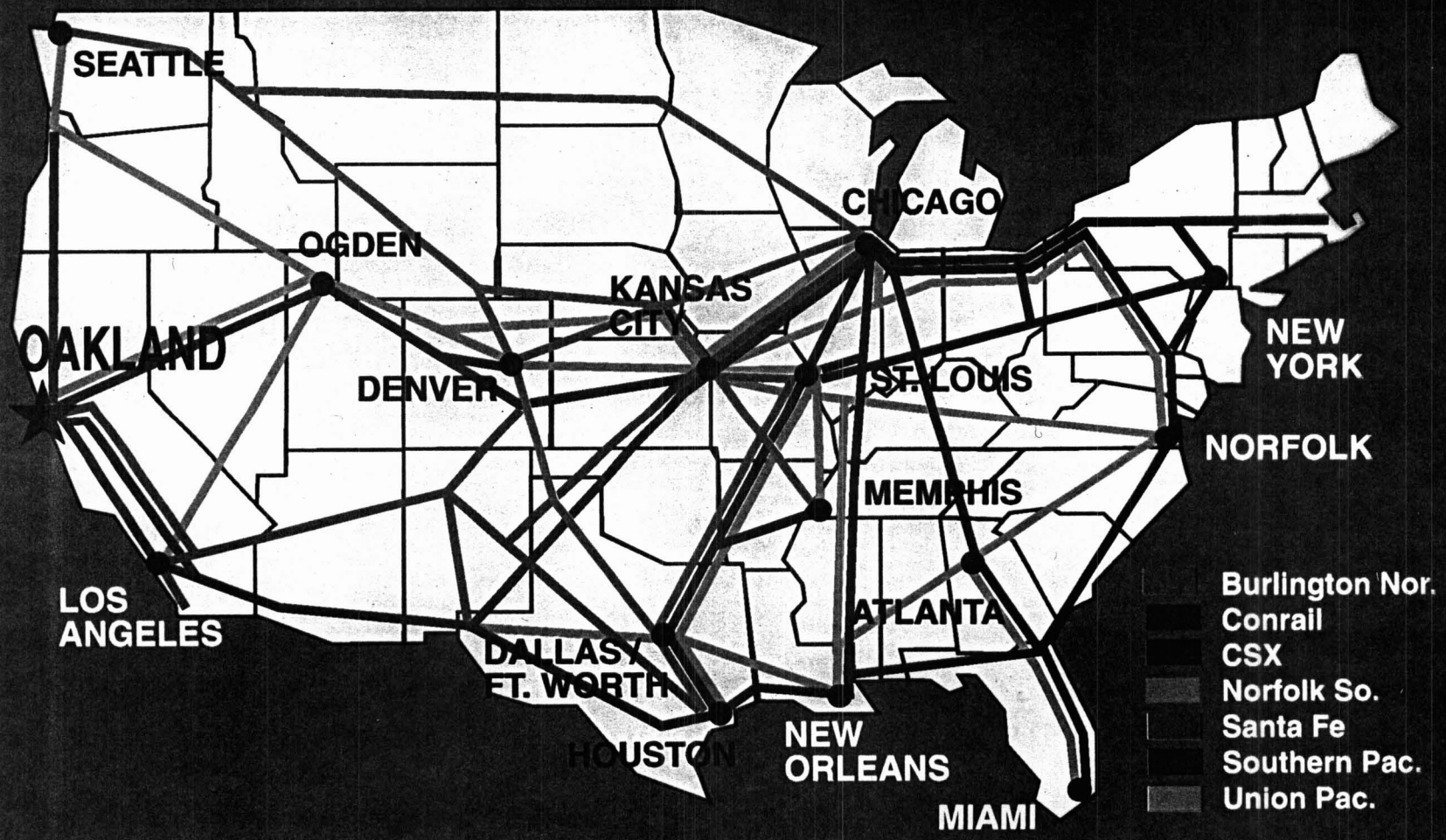
Harbor Transportation Center

DIRECT JOBS	326
PAYROLL	$8,150,000
INDUCED JOBS	139

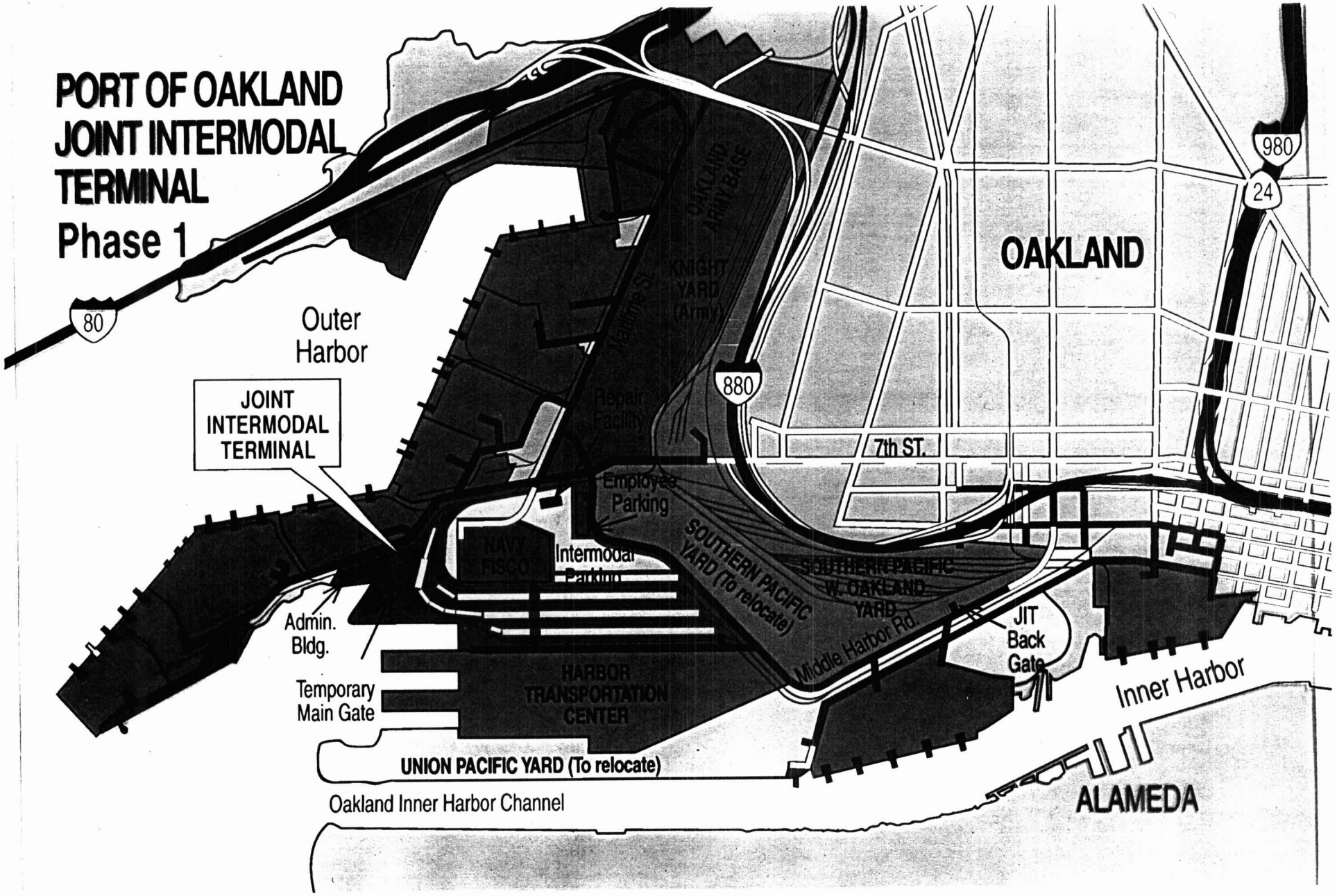
ECONOMIC IMPACT OF VISION 2000

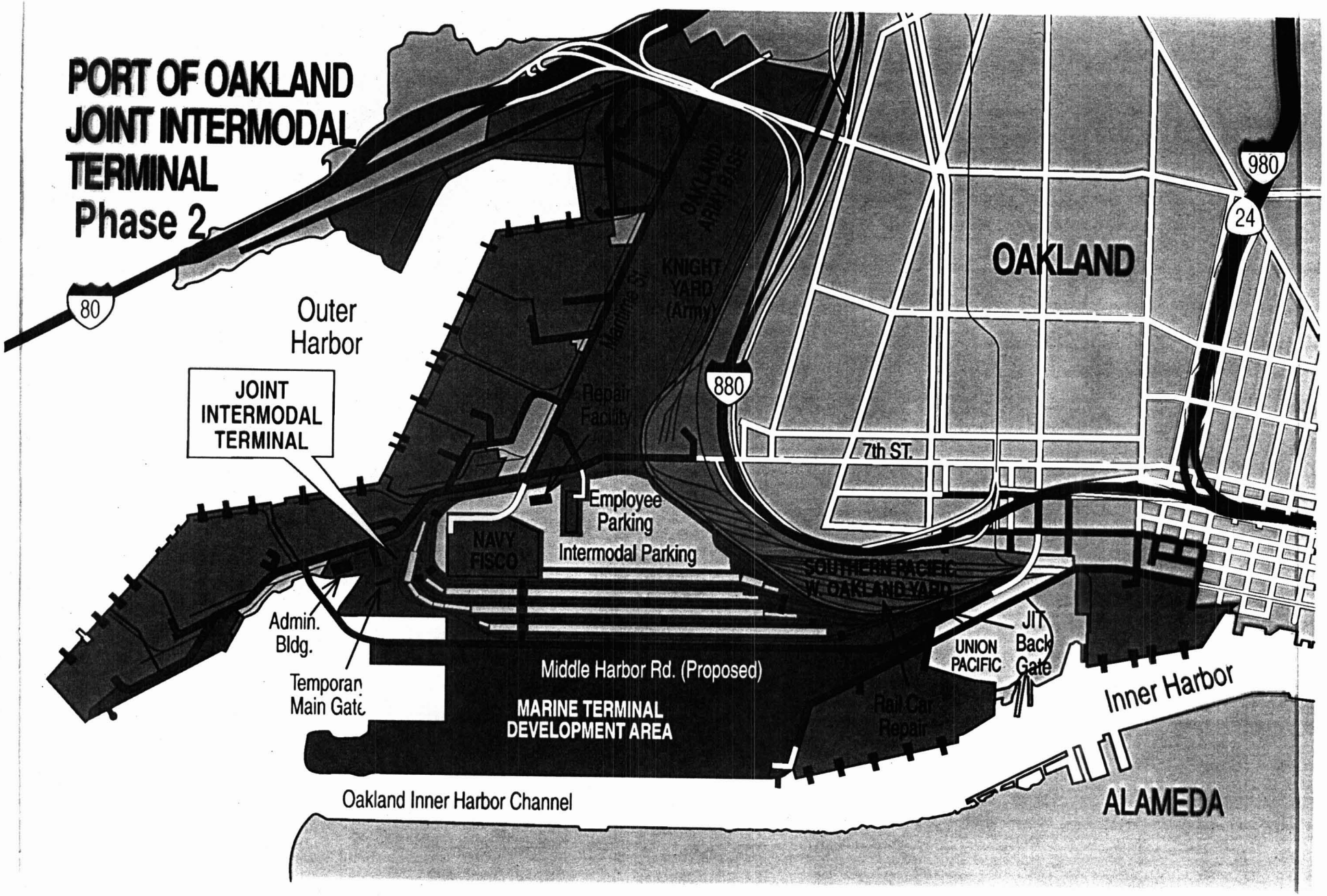
DIRECT JOBS	**4,500**
Maritime	1,100
Railroad	800
Cargo support	2,600
INDUCED JOBS	**2,000**
BUSINESS REVENUE	**$1 billion**
Includes: Payroll	$280 million
State/local taxes	$25 million

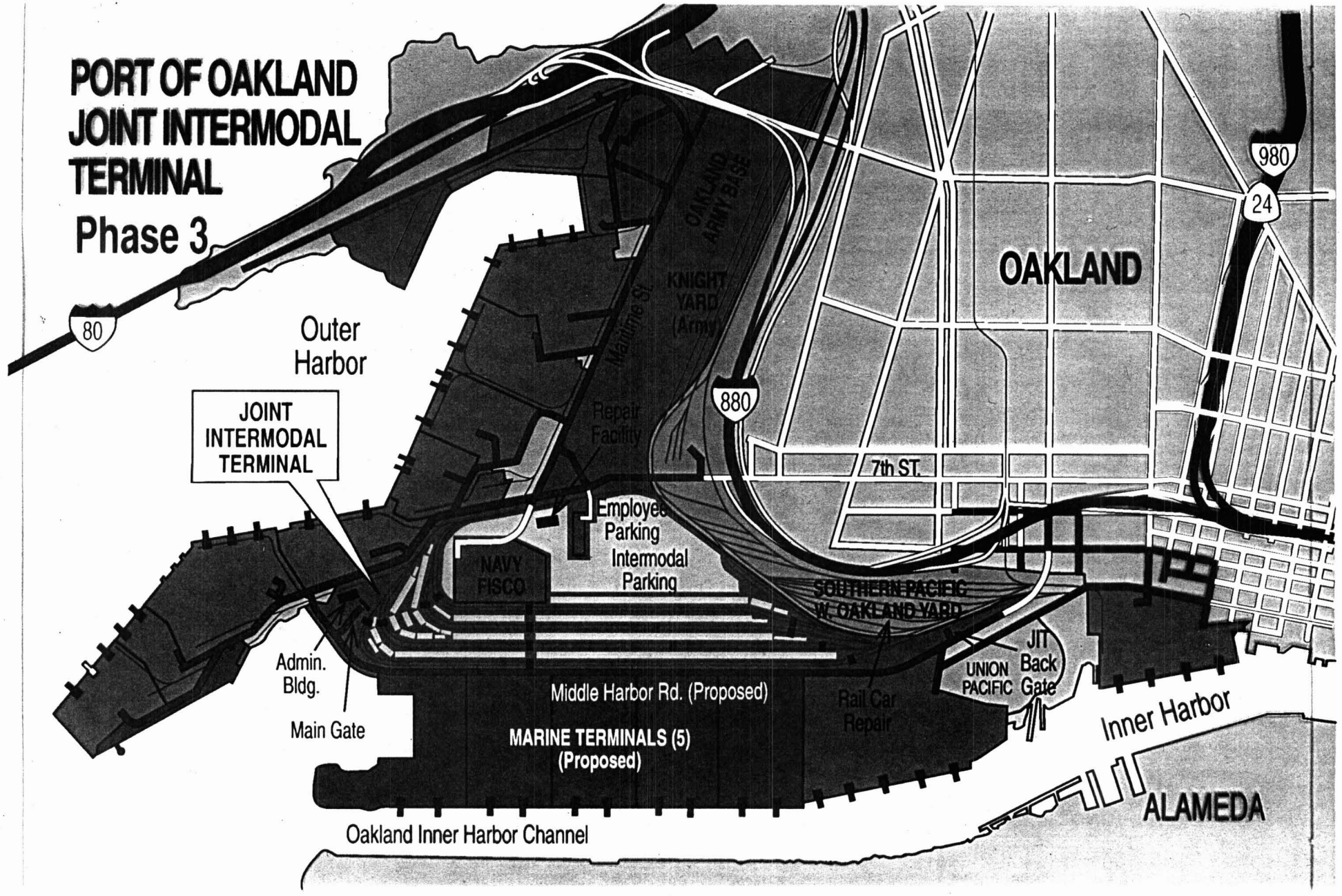
Major U.S. Rail Systems



PORT OF OAKLAND JOINT INTERMODAL TERMINAL Phase 1

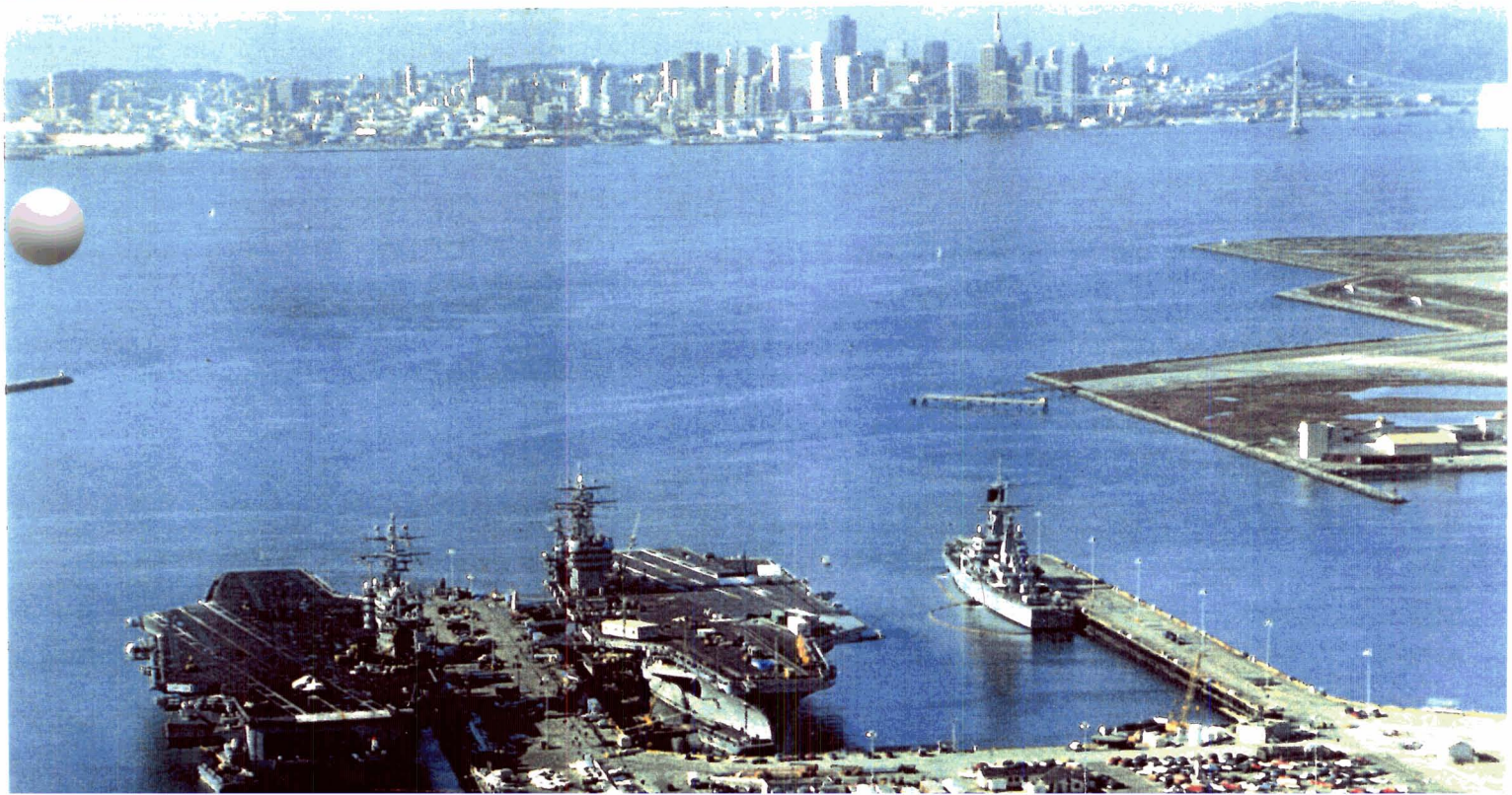



PORT OF OAKLAND
JOINT INTERMODAL
TERMINAL
Phase 2
80
Outer
Harbor
JOINT
INTERMODAL
TERMINAL
KNIGHT
YARD
(Army)
Repair
Facility
880
OAKLAND
980
24
7th ST.
Employee
Parking
Intermodal Parking
NAVY
FISCO
SOUTHERN PACIFIC
W. OAKLAND YARD
Admin.
Bldg.
Temporar
Main Gate
Middle Harbor Rd. (Proposed)
MARINE TERMINAL
DEVELOPMENT AREA
UNION
PACIFIC
JIT
Back
Gate
Rail Car
Repair
Inner Harbor
Oakland Inner Harbor Channel
ALAMEDA


PORT OF OAKLAND
JOINT INTERMODAL
TERMINAL
Phase 3
Outer
Harbor
JOINT
INTERMODAL
TERMINAL
80
OAKLAND ARMY BASE
KNIGHT YARD (Army)
Maritime St.
Repair Facility
880
980
24
OAKLAND
7th ST.
Employee Parking
Intermodal Parking
NAVY FISCO
SOUTHERN PACIFIC W. OAKLAND YARD
JIT Back Gate
UNION PACIFIC
Admin. Bldg.
Main Gate
Middle Harbor Rd. (Proposed)
Rail Car Repair
MARINE TERMINALS (5) (Proposed)
Inner Harbor
ALAMEDA
Oakland Inner Harbor Channel

Quality of Life Maintenance at a Closing Base

A CASE FOR HOMEPORTING NAVAL CARRIERS AT NAVY BASE ALAMEDA



More than 300 new Marina Village enlisted housing units opened in 1992, increasing Bay Area housing occupancy to over 60% of the regional requirements.

QUALITY OF LIFE MAINTENANCE AT A CLOSING BASE

By Capt. Jim Dodge, Commanding Officer NAS Alameda

July 1993 was a momentous occasion for the San Francisco Bay area. Six of eight Bay Area naval installations were approved by the President for closure under the Base Realignment and Closure decision of 1993. Naval Air Station Alameda, one of only three major Navy air, fleet support and industrial activities combined on one base in the United States, was affected by that decision.

It has been critically important for the Navy to reduce infrastructure in order to maintain readiness and recapitalize the force structure. In 1993 everyone knew the Navy had excess capacity in air stations and industrial activities, but homeports for nuclear carriers were not decision was what stunned everyone. The affects of disbelief, denial, anger and finally resignation on the employees of the air station and Bay Area residents resulting from the closure announcement are still sinking in. With major clean up and closure work on-going base-wide today, it is still difficult to stand on the end of one of the piers or on the flight deck of Abraham Lincoln or Carl Vinson, see open ocean through the Golden Gate only 30-45 minutes away, and not wonder if the Navy is giving up an invaluable strategic asset that it will probably never be able to replace.

That said, our orders are to close Alameda in 1997, and my goal is to close this base with the Navy's Quality of Life model in mind. Central to Alameda's closure planning was adoption of a schedule that will maintain the current quality of life for Navy and Marine men and women in the Bay Area and NAS Alameda at or above present standards all the way to the scheduled closure date in April 1997. A good quality of life is critical in order to maintain the highest possible levels of readiness in our deploying units and high morale among those ashore who are charged with base cleanup and closure on top of their normal fleet support assignments.

Fortunately, a lot of positive steps were being taken at NAS Alameda when the BRAC 93 decision was made. The base was midway through a 1982 redevelopment program designed for the NAS Master Plan, so significant QOL funding had been spent effectively during the late 1980's and early 1990's. For example, in 1992 more than 300 new enlisted housing units were completed at the station's Marina Village Housing complex. These new units enabled the San Francisco Bay Area's Navy housing to

accommodate more than 60 ent of the fleet's family ing needs.

Major renovation of NAS Alameda's bachelor quarters began in 1990 and continued until last summer when enough upgrades had been completed to support all foreseeable permanent and temporary bachelor housing needs for the Bay Area. Berthing spaces meet or exceed current CNO standards and occupancy remains high. Scheduled self-help renovations continue along with upgrades in furnishings and grounds keeping. The NAS galley has been an Edward F. Ney Memorial Award contender or fleet finalist for the last four years.

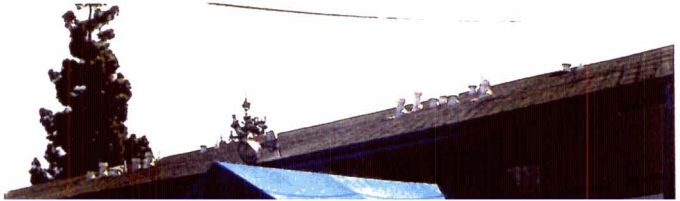
The Child Development Center (CDC), opened in 1986, has capacity 130 children and has a ing list equally as long. Plans are to keep the center open until the end of Fiscal Year 1997, along with base housing, in order to support the final Bay Area military drawdown.

The Family Service Center has continued to expand since its inception here in 1983, adding eight staff members in 1992 to facilitate Transition and Relocation Assistance Programs and additional family counseling support. The fleet and family support requirements are growing due to the impending closure of the Mare Island Naval Shipyard in 1995, which will result in NAS Alameda FSC's adoption of Naval Weapon Station Concord and its ported ships as well as the 1,100 families at DOD Housing Facility Hamilton Field in Novato, previously served by the FSC at Mare Island Naval Shipyard. This is combined with an increase in the amount of military personnel transitioning, relocating, seeking employment, and requesting assistance and counseling generated by the tenant closures and homeport changes involving most of Alameda's 13,000 military members.

Alameda's quality enlisted dining facility has been a regular NEY contender.

Plans to build a new commissary/exchange complex were shelved with the BRAC 93 closure announcement, but more than a million dollars in improvements to the Navy Exchange, from 1993-1994, brought the NEX in line with the country's most prestigious department stores. The Navy Lodge underwent a complete remodeling last July to make it the newest in the Pacific Fleet. It boasts a 90-95 percent occupancy rate and provides some of the highest quality and cost-effective accommodations in Northern California.

The Medical/Dental,



The Family Service Center workload will be increasing through and even after Alameda closes in 1997.

Navy/Marine Corps Relief Society, Red Cross and religious facilities each have undergone significant positive change in the past year. The NAS clinic, in anticipation of the Oaknoll Naval Hospital closure this year, has a renovated facility, all new equipment and added a pediatric treatment center to support family out-patient needs after the hospital closes.

Morale, Welfare and Recreation sponsored programs continue to improve to better serve the changing needs of Alameda-based Sailors and Marines and was just selected the 1994 Best Holiday MWR Program winner for extra large facilities by the Bureau of Naval Personnel. Sailors who served at Alameda before 1987 would not recognize the totally renovated Fleet Recreation Center. This facility, once a bowling alley, then a laundromat, specifically serves the fleet sailors assigned to Alameda's homeported carriers, support ships and fleet visitors. It is located on San Francisco Bay next to the auto hobby center, the RV park (built by Self-Help in 1993) and the marina (renovated in 1990). A short walk or a bus ride from the piers, the Fleet Rec Center contains a video arcade, billiards, all-sports big screen televisions, a pizza parlor, an entertainment room for special events, picnic area, tennis courts and ball fields. Today, it is one of the most convenient and capable facilities for supporting fleet Sailors in the entire Navy.

The club system at Alameda, including the Homeport Club, the Top Four Club and the Officer's Club, continues to improve to meet patrons' needs. Cost-saving changes like consolidating food service operations out of the O'Club to keep operations in the black have not diminished the unique identity of each facility. The changes made in 1994 should enable each club to maintain its distinct and separate identity until closure.

The gymnasium and recreation services programs have seen significant improvement since the late 1980's. The swimming pool was closed in 1989 after sustaining significant damage in the Loma Prieta earthquake. Last year it was re-opened following major repairs and is showing significant usage for its final years as a Navy MWR facility. In November 1994, CBU-416, Alameda's SEABEE unit, completed two miles of

MWR recreation improvements include a 6 mile all-weather jogging trail around the runways and West end of the base.

rework and extension on the NAS jogging trail. The trail now extends through a 100-acre wildlife and wetlands sanctuary on the west end of the base, providing access to an area never before enjoyed by anyone. The 1.0, 1.5, 2.0, 4.0, 6.0 mile and 10K jogging and walking courses provide some of the most scenic panoramas and wildlife viewing sites in the Bay Area.

To provide sailors with increased access to these QOL programs and facilities, NAS joined up with NADEP last August and created an NAS shuttle bus system which turned out to be a delightful investment for Alameda Sailors and Marines. The free shuttle runs between the piers, the Bachelor's quarters and all QOL facilities for periods up to 20 hours a day. Extra buses are added to the morning and afternoon schedule, providing NADEP workers convenient access between off-base and remote parking and their work centers. This program has increased patronage at all QOL facilities, reduced on-base traffic and improved Alameda's Clean Air Act posture with state and federal Environmental Protection Agency regulators.

In August 1994, a 30-day trial was conducted for a ferry service between NAS and Naval Station Treasure Island. Almost 500 service members, living in base housing at Treasure Island, work or are assigned to NAS ships and activities. The daily commute from TI to NAS across the Bay Bridge, over a reconfigured but less efficient highway system following the 1989 earthquake, was determined to be a worthwhile QOL issue. The success of the August 1994 ferry trial has resulted in a new contract to provide 6-12 months of ferry service between TI and NAS for most of 1995. The ferry will probably be maintained until USS CARL VINSON deploys in 1996.

Maintaining QOL programs takes resources and manpower. Alameda's QOL funding through closure in FY-97 is adequate to maintain the programs described here, although manpower shrinkages from the Navy force reduction program, coupled with attrition from base closure, make manning a significant issue today. A Volunteers of America (VOA) pilot program which brought California State Prison system work-release prisoners aboard the air station in 1993 has greatly relieved these manning shortages. Alameda Sailors can now work longer in their rates and assigned billets before adding unrelated maintenance and base closure collateral duties to their workload. The success of the VOA program is currently being expanded to involve VOA participation in building layup, salvage and demolition preparation, all key aspects of base closure.

The Child Development Center will support military dependent requirements until NAS housing closes in 1997.

Volunteers of America (CAL State Prison work release inmates) effectively offset loss of contract and self-help grounds maintenance personnel at Alameda.

NAS Marina, improved in 1990, provides a convenient recreation outlet for fleet sailors.

The NAS jogging (and nature) trail now runs along the previously closed 100-acre NAS wetlands and wildlife area.

These are just some highlights of a vibrant, dynamic Quality of Life program which will continue to support the finest Sailors and Marines in the world until the day NAS Alameda closes. Visitors to the air station over the next 24 months are encouraged to take advantage of all that Alameda has to offer. And yes, we'll show you a little bit about the right way to close a base.

PORT OF OAKLAND NEWS

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PORT OF OAKLAND
MARITIME OPERATIONS AT A GLANCE

Annual container throughput:	1993	1994	Percent increase/ decrease
Inbound loaded TEUs:	346,400	383,000	10.6%
Outbound loaded TEUs:	638,700	731,400	14.5%
Empty TEUs:	260,500	308,400	18.4%
Totals:	1,245,600	1,422,800	14.2%

1994 cargo vessel arrivals: 1585

Shipping lines: 34—American President Lines, Australia-New Zealand Direct Line, BHP/IMT Int'l., Blue Star Line, Canadian Transport, China Ocean Shipping Co. (COSCO), Cho Yang Line, Columbus Line, d'Amico Line, DSR-Senator Lines, Evergreen Line, Hanjin Shipping Co., Hapag-Lloyd, Hyundai Merchant Marine, Italia Line, "K" Line, Madrigal-Wan Hai Lines, Maersk Line, Matson Navigation Co., Mexican Line, Mitsui O.S.K. Lines, Nedlloyd Lines, Neptune Orient Line, Ltd., N.Y.K. Line, Orient Overseas Container Line, P&O Containers, Pan Ocean Shipping, PM&O Line, Polynesia Line Ltd., Sea-Land Service, Star Shipping, Toko Line, Toyofuji, Yangming Line.

Marine terminals: 11—American President Lines Terminal, Bay Bridge Terminal, Charles P. Howard Terminal, Maersk Line Terminal, Matson Container Terminal, Ninth Avenue Terminal, Sea-Land Container Terminal, Seventh Street Terminal, TransBay Container Terminal, TraPac Terminal, Yusen Terminal.

Deepwater ship berths: 29

Container gantry cranes: 30 (includes 11 post-Panamax types)

Marine terminal and support area: 680 acres (275 hectares)

Freeways serving port: Interstates 80 (north & eastbound), 880 (southbound), 580 (eastbound), 980 (eastbound)

Railroads: Santa Fe, Southern Pacific, Union Pacific

Principal exports, 1994: Fruits, nuts & vegetables, wastepaper, red meat & poultry, resins, chemicals, animal feed, raw cotton, wood & lumber, crude fertilizers/minerals, industrial machinery, cereal/cereal preparations

Principal imports, 1994: Auto parts, computer equipment, wearing apparel, toys/games and articles of plastic, processed fruits/vegetables, fasteners/household metal products, red meat, pottery/glassware/ceramics, iron and steel,beverages

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PORT OF OAKLAND
MARITIME FACTS & FIGURES

The Port of Oakland is a historical transportation and distribution hub. Located on the mainland shore of San Francisco Bay, one of the great natural harbors of the world, Oakland was among the first ports globally to specialize in the intermodal container operations whose advantages have revolutionized international trade. Since 1962, the port has spent more than $700 million to construct 680 acres of marine terminals and support area and install the equipment needed to handle containerized cargoes.

Oakland's 29 deepwater berths and 30 container cranes are backed by a network of local roads and interstate freeways, warehouses and intermodal railyards. The Oakland waterfront is served by the mainline tracks of two transcontinental railroads, the Union Pacific and the Southern Pacific. Both maintain intermodal container transfer facilities adjacent to Port of Oakland marine terminals. The intermodal yard of a third transcontinental railroad, the Santa Fe, is located 11 miles northeast of the harbor by truck.

The Port of Oakland loads and discharges more than 95 percent of containerized goods bound to and through the nation's fourth largest metropolitan area. Oakland cargo volume ranks San Francisco Bay among the three principal Pacific Coast gateways for U.S. maritime commerce, along with San Pedro Bay in southern California and Puget Sound in the Pacific Northwest.

In calendar 1994, Port of Oakland marine facilities handled the equivalent of 1,422,800 20-foot containers.

About 79 percent of Oakland's foreign trade is with Asia. Europe accounts for 10 percent, Australia / New Zealand and South Pacific Islands about 3 percent and other foreign about 7 percent.

3/95

ALAMEDA COUNTY
BASE CLOSURES TACTICAL COMMITTEE

WHITE PAPER

THE STRATEGIC IMPORTANCE OF ALAMEDA COUNTY FACILITIES FOR CARRIER OPERATIONS ON THE WEST COAST

[redacted]

BASE CLOSURE ISSUES SUMMARY

Reduced military spending in a post-cold war environment makes it critical that the complex of facilities including the Alameda Naval Air Station, Naval Aviation Depot, Oakland Naval Supply Center, Oakland Naval Hospital, and nearby Concord Weapons Station be kept open.

We no longer have the luxury of keeping facilities open solely to satisfy political agenda. The facilities that do remain open must be those best suited to support the Navy's mission or the Navy will suffer reductions far beyond those required by budget cuts.

The facilities located in Alameda County, California are critical because they are the premier facilities for Nimitz class carriers on the West Coast.

Strategically, the importance of the Pacific Rim will require homeporting at least half of the Navy's Nimitz class carriers on the West Coast. Even with a reduced fleet, by 1999 it is likely there will be eight or nine nuclear-powered carriers in operation. The West Coast will homeport at least four of these carriers. If it is decided that the Pacific's larger area and the small size of friendly naval forces in the area justifies a larger Pacific Fleet the number may be increased.

Three of the four fully certified homeports for Nimitz class carriers on the West Coast are located at NAS Alameda.

The requirements for a carrier's primary base of operations are much more stringent in terms of physical infrastructure and environmental review than for ports a carrier may visit for a short period of time. Alameda is the only port that has both the certification and infrastructure to fully support these carriers. In fact, only the world's largest naval base at Norfolk Virginia has facilities that are comparable. Bremerton has the remaining homeport certification and is used only as a temporary homeport.

To create any additional certified homeport facilities will require hundreds of millions of dollars of physical improvements that, when completed, will not attain the standards of facilities that already exist in Alameda.

According to the GAO an additional <u>$400 million above currently budgeted amounts</u> will be required to complete the Everett Washington homeport facility. Even after spending this amount for a single homeport, the supporting infrastructure will not be comparable to the support possible at NAS Alameda.

Any new homeports will require an unpredictable certification process including a public environmental review.

NAS Alameda has already passed the strict Department of Energy requirements for all three of its homeports. The cost/benefit of initiating this public process in other areas cannot be calculated in dollars alone. It is highly questionable whether the Pacific Northwest would be amenable to stringent nuclear permitting or if the environment there should be subject to the toxic exposure that already exists at the Alameda site.

NAS Alameda and supporting facilities have the capacity to rapidly absorb the high levels of activity, personnel and materials associated with international crises.

The importance of this capacity became evident during Desert Storm. Everett has no capacity for major logistics operations.

The plans to create a new homeport at Everett Washington are outdated remnants of cold-war planning for a 600 ship Navy.

With a smaller Navy, Everett is not necessary as a primary homeport. Operationally it is the least desirable carrier homeport on the West Coast. The absence of ship repair, ammunition storage, crew training facilities and a collocated airfield makes this port much more expensive than even the most recent public estimates. In addition the at-sea cost of training operations will be 25% higher from Everett than from Alameda because the principal training areas for fleet operations are located off Southern California. (See map)

Alameda County facilities which include the Naval Aviation Depot, the Navy Supply Center and the Oakland Naval Hospital are central to the continued efficient operation of the Pacific fleet. In the largest and strategically most important ocean in the world, the Navy cannot afford to waste billions of dollars to build new facilities in the extreme Pacific Northwest that will provide less support than the facilities that already exist in Alameda County. The Navy cannot afford to give up environmentally approved homeport certifications for three-fourths of its projected, West Coast Nimitz class carriers. It cannot afford to give up the full range of support that only this port provides and it cannot afford to lose the capacity this port can supply in times of international crisis.

EDAB
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Alameda County

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The Role of Naval Air Station Alameda for the U.S. Navy in the 90's

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The Historical Role of NAS Alameda

Since World War II the Naval Air Station at Alameda has been a homeport for aircraft carriers, cruisers, and support ships; a home base for active duty and reserve aircraft squadrons; and the site of a major aircraft overhaul and rework facility. Tens of thousands of Navy men and women have served on the ships and squadrons based at Alameda in the decades since then and, throughout that period, several thousand civilians in the bay area have worked in the shops and hangers at Alameda's aviation depot. NAS Alameda is, and has long been, an important component of the economic and civil life of the San Francisco Bay Area, and the cities of the east bay in particular. It is, as well, a key element in the maritime complex that gives economic life to one of the best natural harbors in the world, the San Francisco Bay.

Reduction of Defense Costs - The Military Base Closure Program

Our nation is faced with the economic necessity of reducing costs for defense and eliminating excess military and naval facilities. The Department of Defense Base Closure Program will involve annual assessments of the need for various bases and will identify those nominated to the Congress for closure. An eight person commission appointed by the President will review base closure and realignment recommendations from the Secretary of Defense. The Congress will be constrained to approve or reject, as a whole, the decisions arrived at by the commission, thereby eliminating the political difficulties in closing bases which DOD has experienced in the past.

NAS Alameda was on some preliminary lists as a candidate for closure in the 1991 assessment, but was removed by the Navy as the process wound on. Similarly the aviation depot on the base, an employer of some 3000 bay area citizens, was removed from the candidate list in the final stages of consideration by the Navy. Intensive lobbying efforts by the EDAB and members of the California Congressional delegation supported both actions. Both the Naval Air Station and the Aviation Repair Depot will again be considered in subsequent annual assessments.

The Relative Importance of the Pacific Region for our Naval Forces

The recent collapse of the Warsaw Pact and of the Soviet Union has set in motion changes in both the objective factors that will establish our new defense requirements, and, as well, current perceptions of them. In the very dynamic world political situation we see today, both are likely to change and evolve as time goes on. Despite this, it seems likely that the relative importance of the huge Pacific Ocean region with respect to the establishment and location of our Navy will grow. In the smaller Atlantic region we have more allies with far more maritime power than the Pacific. The new requirements for our naval establishment may shrink, but they are likely to shrink far less in the Pacific than the Atlantic.

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Naval Aviation Repair Depots - NADEP Alameda

The Navy operates six aviation repair depots; four on the east coast and two on the west coast. Their locations are;

East Coast:	NAS Norfolk, Virginia MCAS Cherry Point, North Carolina NAS Jacksonville, Florida NAS Pensacola, Florida
West Coast:	NAS North Island, San Diego, California NAS Alameda, California

Two of these facilities, Norfolk, Va. and San Diego, Ca., are located at headquarters bases very close to the principal operating bases on each coast. They are unlikely candidates for closure. The remaining four depots have varying capabilities, specialties and efficiencies. If the Navy decides to reduce its "in house" aircraft industrial repair capability, (and it is likely that it will), the reduction will probably come from one or more of these four. Of these, only the Alameda facility is on the west coast. If the Alameda Aviation Depot is closed the Navy will have a 3 or 4 to 1 concentration of its aircraft industrial repair capability on the wrong coast with respect to its foremost strategic priorities! There are, of course, other factors, such as technical specialties, productivity and efficiency, involved in such a selection, however, they can also be controlled by future investment patterns and policy decisions by the Navy with respect to the specific capabilities of each depot. Nothing, however, can compensate for a significantly unbalanced distribution of these major facilities between the Atlantic and Pacific coasts. This is a compelling argument for retaining the Alameda Aviation Depot as long as the Navy retains at least four such facilities, and the Alameda base on which it is located is not, for other reasons, closed.

The Unique Role of NAS Alameda

The airfield at NAS Alameda supports a number of special purpose fleet and reserve force aircraft squadrons. In addition, it is a vital adjunct to the aviation repair depot located there and, as well, the aircraft carriers homeported at the base. There are other options readily available to the Navy for basing the aircraft squadrons currently assigned there. They are not likely to be a determining factor. It is the role of NAS Alameda as a homeport for modern aircraft carriers, nuclear-powered aircraft carriers, and also cruisers that is decisive in determining its unique value in the Pacific naval establishment.

(It should be noted here that the continued operation of Alameda as a homeport will require successful resolution of environmental issues which currently inhibit dredging of the harbor and channel. This is a problem similar to the one facing the Port of Oakland and, in fact, every west coast post that accommodates deep draft ships.)

The Navy Carrier Force of the Late 1990s

The Navy in 1991 operated 14 aircraft carriers; 4 Forrestal class carriers constructed between 1957 and 1961; 4 Kitty Hawk class carriers built between 1962 and 1968; one early (1963) nuclear-powered carrier, (Enterprise); and 5 Nimitz class nuclear-powered aircraft carriers built between 1974 and 1989. An additional Nimitz class carrier is under construction and scheduled to be commissioned in 1992. Long lead time procurement for key components of the seventh and eighth Nimitz class carriers has already begun, and they are expected to join the fleet in 1997 and 1999 respectively. The nuclear-powered Nimitz class carriers are generally longer and larger than all but the newer conventional carriers, and of a deeper draft than any. Beginning with the fourth ship in the class, the newer Nimitz class carriers have an even deeper draft which stresses the dredged depth limits of most west coast ports. The normal carrier basing pattern has been 7 in the Pacific Fleet (one of these in Japan), 6 in the Atlantic Fleet and one decommissioned, undergoing major modernization.

It is likely that over the next several years the number of operating aircraft carriers and air wings will be reduced, with the reductions coming from among the older conventionally-powered carriers. Plausible estimates for the carrier force of the late 90's range from 8 to 12. It is clear that in any case the Navy will be operating 7 or 8 nuclear-powered carriers by 1995, and very likely 8 or 9 by 1998.

Based on the historical concentration of our carrier forces in the Pacific, and on the evolving new world alignment of powers which, if anything, is likely to increase the relative need for long-range naval forces in the Pacific region, it is near certain that by 1996 the Navy will operate from 5 to 7 carriers in the Pacific, and that 4 of them will be nuclear-powered. By 1998 it is very likely that a fifth, and possibly even a sixth, nuclear-powered carrier will have been added to the Pacific Fleet.

The Heart of the Matter - Alameda as the West Coast Homeport for Nuclear-Powered Aircraft Carriers

The key point to be made in this paper is that a Pacific Fleet force of 4 nuclear-powered carriers virtually requires the retention of NAS Alameda as a homeport, and that a force of 5 nuclear-powered carriers certainly requires it.

The reasons for this lie in the physical requirements for basing large, modern aircraft carriers and in the particular regulatory requirements for basing nuclear-powered ships. NAS Alameda is capable of berthing and homeporting 3 nuclear-powered aircraft carriers, as it is today, without physical improvement or additional certification or regulatory action by the Department of Energy. This is not true of any other naval base on the west coast. Indeed only the headquarters naval base at Norfolk, Virginia, the world's largest naval base, has an equal capability with respect to these ships.

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Alternatives to NAS Alameda

The navy base at San Diego has long been the homeport of 3 conventionally-powered aircraft carriers, as well as numerous other ships. The piers there are physically capable of accommodating two nuclear-powered carriers and these berths are certified for visits by nuclear-powered carriers, and have been used for such visits. The homeporting of nuclear-powered carriers requires additional certification based on more stringent conditions than those required for brief visits. No nuclear-powered aircraft carrier has ever been homeported in San Diego, and it is not clear whether such certification could readily be obtained. In 1963 when U.S.S. Enterprise, the first nuclear-powered carrier was assigned to the Pacific Fleet, the Navy moved a carrier from Alameda to San Diego to create a vacancy for Enterprise in Alameda. The homeporting of new Nimitz class nuclear carriers in San Diego would require, as a minimum, improvements to the existing piers and deeper dredging of the harbor and channel. Existing tentative plans to accommodate two or more Nimitz class carriers in San Diego require substantial investment for new pier construction, dredging and a recertification of the modified berthing plan for these nuclear-powered ships by the Department of Energy. In this area as in many others, getting a new or modified certification is often much more risky than keeping an old one, and the Navy has avoided the necessity whenever possible.

The naval shipyard at Bremerton, Washington, has been used as a temporary homeport for U.S.S. Nimitz for the last 3 years while the new carrier homeport at nearby Everett, Washington was under construction. This is not a desirable arrangement from the Navy's perspective, but it is adequate and necessary until the Everett facility is completed, owing to the lack of suitable alternative homeport facilities for nuclear-powered carriers on the west coast. The Everett project would require substantial additional investment before that facility could accommodate the originally planned Nimitz class carrier. As of this writing the only available alternative for homeporting a nuclear-powered aircraft carrier on the west coast, outside of Alameda, is the naval shipyard at Bremerton, and it too can handle only one.

The carrier port facility at Everett, Washington was an element of the Navy's vintage 1986 strategic homeporting program, a plan deeply connected with the 600 ship Navy and a Defense Department maritime strategy that confronted a then powerful and monolithic Soviet Union. These conditions don't obtain anymore, and the relative merits of Puget Sound as a main Navy base must now be considered in a different light. The absence of supporting infrastructure, including ship repair, ammunition storage, and crew training facilities, as well as a colocated airfield, significantly adds to the real operating cost of this option. In addition, the distance separating Puget Sound from the principal training areas for fleet operations off southern California significantly adds to the cost and duration of at-sea operations required for routine carrier training. A recent G.A.O. report cited by the Wall Street Journal indicated that completion of the Everett project will require upwards of 400

million dollars over the currently budgeted amount. These factors are clear indicators of the life cycle cost disadvantage of Everett relative to Alameda. In the Everett project the Navy has the opportunity to spend a great deal of money to buy a lesser version of what it already owns in Alameda, and at a less desirable location. It is likely that the real value of the Everett project is to provide a supplement to NAS Alameda in case regulatory or other factors prohibit basing the forth and fifth Pacific Fleet nuclear carriers at San Diego.

Solutions

The eventual homeporting of from 4 to 6 nuclear-powered aircraft carriers on the west coast will require the homeporting of 2 or 3 of them at NAS Alameda, and the development of a second homeport for the remaining ships. San Diego is the likely first choice for the second nuclear carrier homeport and Everett a distant second.

The only possibility that excludes Alameda is the combination of Bremerton, Everett and San Diego. This outcome would require the continued undesirable homeporting of a carrier in the Bremerton shipyard, the costly and uncertain completion of a new base at Everett, and the also costly and uncertain configuration and certification of San Diego as a homeport for these ships. Even after this added cost and risk the new base configuration would be less efficient and more demanding on the ships and crews of the new Navy. Worse, it could accommodate no more than 4 or perhaps 5 nuclear powered aircraft carriers. Finally, this option would significantly stress the small local population and infrastructure at the Puget Sound site of the new carrier base, and just as significantly, add economic stress to a community in the Bay Area whose substantial minority and other population wants and needs the continued operation of the Alameda base.

As a final point, it is worth emphasizing that the continuation of San Diego, Alameda or any base as a homeport for deep draft vessels such as aircraft carriers will require periodic dredging of the harbor and its approaches. Environmental issues with respect to the acceptable disposal of dredging spoils exist in every case, including Alameda. This is a serious issue which affects the utility of all deep draft ports, naval and commercial alike. The commercial container facility at Oakland is seriously affected by this issue as are the naval bases at Alameda and San Diego. The adequate resolution of harbor dredging issues in a key element in all solutions to this question.

MAY 11 '95 08:21 DOE SAN MDD/AFD

WEST COAST CARRIER FACILITIES

NUMBER OF BERTHS CERTIFIED TO HOMEPORT NIMITZ CLASS CARRIERS

CALIFORNIA		
ALAMEDA	THREE	designed to operationally support carriers
SAN DIEGO	NONE	although two may visit
WASHINGTON		
BREMERTON	ONE	serves as a temporary homeport
EVERETT	NONE	one is being built

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WEST COAST CARRIER FACILITIES

READINESS TO SUPPORT CARRIER OPERATIONS

CALIFORNIA (Alameda and San Diego)

- Capacity to handle and repair all onboard aircraft at adjacent Naval Aviation Depot and air stations
- Major logistics capability and expertise at adjacent Naval Supply Center
- Proximity to Naval Weapons Station, Concord
- Capacity to absorb higher level of activity generated by international crises
- Crew training facilities
- Facilities to support dependents

WASHINGTON (Bremerton and Everett)

- NO nearby depot level aircraft repair capability
- NO adjacent air station
- NO local wholesale Navy logistics support
- Nearest major weapons facility is in Concord, California
- Little capacity for expansion without major new budget investment
- Far from sea training areas and existing training support facilities
- Very limited dependent support facilities

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WEST COAST CARRIER FACILITIES

ADDITIONAL COST REQUIRED TO HOMEPORT NIMITZ CLASS CARRIERS

CALIFORNIA

ALAMEDA	No additional cost to homeport THREE carriers.
SAN DIEGO	Major reconstruction of two piers; uncertain outcome of DOE authorization to homeport nuclear powered carriers.

WASHINGTON *

BREMERTON	No additional cost to maintain as a temporary homeport for one carrier
EVERETT	$400 million above currently budgeted costs to reach initial operating condition according to GAO. Perhaps as much as a billion to reach full operating condition for ONE carrier homeport. No environmental clearances issued to date.

* Both Washington ports have much higher operating costs due to lack of local logistics and repair support facilities, lack of administrative infrastructure, lack of training support facilities and distance to California training areas.

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ALAMEDA COUNTY BASE CLOSURES TACTICAL COMMITTEE MEMBERS

The Alameda County Base Closures Tactical Committee is a special subcommittee of the Alameda County Economic Development Advisory Board (EDAB). EDAB is a public/private organization comprised of forty-one members representing private industry, environmental groups, labor, special districts, educational institutions, the County and each of the County's fourteen cities. EDAB's mission is to promote business development and retention, provide regulatory assistance, facilitate local planning and development and prepare the workforce through the improvement of education and vocational training in the County. The Tactical Committee was formed to study issues surrounding the potential closure of Alameda County military facilities, to inform the public, and to lobby for an equitable, strategically sound base closures policy.

Members of the Base Closures Tactical Committee include:

Mr. Don Perata
Chairman, EDAB and Base Closures Tactical Committee
Alameda County Board of Supervisors, 3rd District

Mr. Bill Aragon
Alameda County Board of Supervisors, 2nd District

Mr. Keith Carson
Congressman Ron Dellums' Office

Hon. Dave Karp
Mayor, City of San Leandro

Tom McFarland
Naval Aviation Depot, Alameda

Mr. Paul Nahm
Naval Aviation Depot, Alameda

Mr. George D. O'Brien, Jr.
Chairman, ICF Kaiser Engineer

Admiral Paul Peck
President, Milsafe Enterprise, Inc.

Admiral Albion W. (Bill) Halton

Hon. E. William Withrow, Jr.
Mayor, City of Alameda

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PROPOSED HOMEPORT AT EVERETT WA

AND EXISTING FACILITIES AT ALAMEDA CA:

Comparative Training Costs

and

Quality of Life Factors

prepared by

The Alameda County
Base Retention Tactical Committee

September 28, 1992

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EXECUTIVE SUMMARY

According to the 1991 selection criteria for base closures and realignment, the primary consideration in making a decision to retain or close a facility will be the military value of the facility to the operating Navy. The Alameda facility is the finest facility on the West Coast for supporting aircraft carriers. It is the only West Coast facility that has been, and continues to be, certified to berth three nuclear aircraft carriers. All supporting military infrastructure is in place and over the years a civilian infrastructure has grown to accommodate the Navy's presence. The same cannot be said for Everett.

The strategic advantages of an Alameda homeport have been outlined in a previous White Paper issued by the Alameda County Base Retention Committee and bound with this report for reference. This report addresses other issues that have been raised concerning operating costs, the cost of living in the Bay Area, and the comparative quality of life in Everett and in Alameda.

According to figures provided by a consulting firm specializing in military issues, annual training costs for travel and for fuel will cost at least $6.2 M more for a battle group homeported in Everett than for one homeported in Alameda. Just as significant is the fact that each year shipboard personnel for the entire battle group will be required to spend an additional 18 to 24 days at sea in transit to complete the same amount of training currently completed by ships homeported in Alameda.

Those who have not lived in the Bay Area may not be aware of the quality of life available in the Bay Area or the general public's acceptance of the military. In fact, military families find the Bay Area very congenial for a number of reasons. A primary consideration is the existence of a large number of Navy facilities supporting personnel.

The Bay Area has two Navy hospitals that are both larger than the Bremerton Navy hospital that is nearest Everett. The Oakland Navy Hospital is only five miles away from the Alameda base. Bremerton is at least an hour and a half away by car and ferry.

The Alameda area has 5,816 government family housing units. The Everett area has 195. Alameda also leads in BOQ/BEQ units 1,683 to 0. There are also 42,000 civilian units listed in the Alameda area that already accommodate personnel from ships homeported here. Due to an expansion of Boeing production, there is already severe competition for the 20,000 civilian listings in the Everett area. If a battle group is homeported in Everett it is anticipated that 16,000 Navy personnel will be added to the competition.

The Bay Area also offers three family support centers, four commissaries, three exchanges, several mini-marts and many other retail concessions. Only a mini-mart is planned for Everett.

The Bay Area civilian infrastructure also provides abundant support in schools, mass transit and recreation. These facilities are more accessible and superior to those found in the Everett area.

A comparison of crime, anti-military attitudes and cost of living issues, (some of the areas in which the Bay Area is most misunderstood), also generally favors the Bay Area. Although there is a high violent crime rate in certain parts of Oakland, for 1991 the FBI reports[1] the rate of serious crime in the the city of Alameda to be 11.4% lower than in Everett.

Because of its diversity and long history with the military, the city of Alameda enjoys a good relationship with the Navy community. It seems unlikely that Everett, a small, relatively isolated and homogeneous community in rural Washington, will be able to adjust without a lengthy period of growing pains. Natural frictions will be exacerbated by the additional demands 16,000 Navy personnel will place on over-stressed local resources.

The cost of living is not as serious an issue in Alameda as it is in Everett. Because of the availability of military housing, commissaries and exchanges, Navy families do not pay local sales tax or local retail prices. The cost of retail goods is about 7% lower in Everett than in Alameda, but because commissaries and full exchange facilities are not planned for that area, those stationed in Everett will have little choice but to pay retail prices and an 8.1% sales and transit tax.

On the other hand, a significant benefit to those living in the Bay Area is that wages are 11% to 16% higher and the job market is over 2.5 times larger than that in the Puget Sound area. With Navy support facilities and higher civilian wages the Bay Area is an economic advantage to many local military families.

The Alameda facilities should be retained for their military value alone. But if for some reason they are closed, Navy personnel will lose one of the most attractive shore assignments in the country, the Navy will lose one of its most sophisticated networks of military and civilian support facilities, and the country will lose sunk costs in infrastructure and environmental compliance. The biggest loss, however, is that without Alameda facilities it will become extremely difficult to support fleet operations.

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[1] Crime in the United States, 1991. U.S. Department of Justice, Federal Bureau of Investigation, 1992. The crime index includes murder , nonnegligent manslaughter, forcible rape, robbery, aggrivated assault, burglary, larceny-theft and motor vehicle theft.

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COMPARATIVE TRAINING COSTS AND QUALITY OF LIFE FACTORS

EVALUATING THE MILITARY COST OF BASE CLOSURES

In selecting military installations for closure or realignment, the Department of Defense identified the following criteria for the 1991 process:

Military Value

1. The current and future mission requirements and the impact on operational readiness of the Department of Defense's total force.

2. The availability and condition of land, facilities, and associated airspace at both the existing and potential receiving locations.

3. The availability to accommodate contingency, mobilization, and future total force requirements at both the existing and potential receiving locations.

4. The cost and manpower implications.

Return on Investment

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

Impacts

6. The economic impact on communities.

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

8. The environmental impact.

In the 1991 process the four military values criteria were given priority over all other criteria. In a report that same year[2] the Alameda County Economic Development Advisory Board (EDAB) analyzed in detail the severe economic impacts that would

[2] "The Future of Naval Operations in Alameda County: Socio-Economic and Cost Implications," The Alameda County Economic Development Advisory Board, 1991.

accompany closure of Navy facilities in the County. It documented the loss of 44,400 jobs and the loss of $1.1 billion in annual revenue. In a March 1992 report[3], for convenience bound together with this report, EDAB's Base Retention Tactical Committee outlined the strategic benefits of retaining Naval Air Station Alameda and related facilities. In summary, the report made the following points related to the four Military Value criteria mentioned above:

1. Operational readiness. NAS Alameda is fully operational. Upon completion of funded projects, the Everett facility will only be at an initial operating condition. At Everett the Navy has the opportunity to spend a great deal of money to purchase a lesser version of what it already owns in Alameda.

   At NAS Alameda, 'fully operational' means support from a network of facilities in the immediate vicinity. These include a Naval Air Station, a collocated Naval Aviation Depot, a Naval Supply Center, a Naval Hospital and a nearby Naval Weapons Station.

2. Availability and condition of land and facilities. Three berths are available and licensed at NAS Alameda for homeporting Nimitz class aircraft carriers. These berths have met and passed all environmental requirements. Only one carrier berth is planned at Everett and it has not yet received the public hearing required by the Department of Energy to certify Everett as a homeport. Due to the small acreage of the Everett site, few, if any of the support facilities available at NAS Alameda appear feasible at Everett.

3. Contingency accommodation. As recently as Desert Storm, NAS Alameda, Naval Supply Center Oakland and related facilities demonstrated the capacity to mobilize large numbers of personnel and move large quantities of supplies on short notice. If Alameda is closed it would be impossible to recreate this capability at Everett.

4. Cost and manpower implications. Building new facilities at Everett will be much more expensive than maintaining existing facilities. In addition, training costs will be considerably lower at Alameda due to its more favorable location. Weather and normal sea conditions in the Seattle operating area as well as distance to the principle carrier training area off Southern California (SOCAL) will add costly at-sea days to unit and battle group training. It should be added that the budget costs for completing

[3] "The Strategic Importance of Alameda County Facilities for Carrier Operations on the West Coast", Alameda County Base Closures Tactical Committee, March 1992.

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the facility at Everett and the annual increased cost of training there have placed strains on an already tight personnel budget.

The present report provides additional information on Alameda and augments the March report in two areas:

- Operational readiness. Additional analysis of savings in training costs.
- Quality of Life Factors. The resources available in both the military and civilian communities to support Navy personnel, and their families, in performing the Navy's mission.

OPERATIONAL READINESS - TRAINING

In the current international climate of political and economic change, flexibility and readiness are capabilities required of all U.S. military services. To be successful, military units will have to be particularly well trained due to the variety of situations they may be called upon to face. At the same time, the armed services will have to adapt to the fact that as domestic issues continue to increase in priority, "funding will be a major issue for all of the armed services."[4] In this climate, the ability of the Navy to succeed in its mission will depend on training and the adequacy of that training will be closely related to its cost-effectiveness.

Individual, team, unit and battle force proficiency all depend upon the availability of training. The cost of distant schooling includes lost productivity as well as the cost of travel. If facilities are not available for unit training the lost productivity will be multiplied. If weather precludes unit training at-sea, the cost includes a lower level of readiness. Each day added to transit time for the most remotely located element of the battle force, adds to expenditures, the wear and tear on personnel and equipment, and decreases opportunities for the battle force to train.

In comparing the individual skill and team training costs of ships located in two different areas, the differences in cost for air fare, subsistence, and lodging have been calculated. For training available only in San Diego, the difference in cost between Everett and Alameda is the difference in cost of airfare. When the training is also offered in the Alameda-San Francisco, the cost of lodging and meals that would not be borne by Alameda personnel have been added for Everett personnel.

For individual ship and battle force training which must occur in the SOCAL operating area, the cost of fuel and time at-sea for the additional transit has been

[4] Navy Strategic Plan dated 7 May 1992.

calculated. These calculations do not include amortization of equipment and the additional stress placed on personnel.

Individual Skill and Team Training

Appendix A was compiled by Kapos Associates of Arlington, Virginia and is a list of schools and team training courses required of individuals and teams aboard an aircraft carrier. It accounts for approximately 90 percent of shipboard training. Appendix A also identifies the West Coast location of each school, the duration in days, and estimates of how many individuals from a nuclear aircraft carrier (CVN) and a nuclear cruiser (CGN) would attend each school in a calendar year.

In calculating the additional cost of roundtrip air travel to San Diego from Seattle, government rates[5] of $252 for round trip travel from Seattle, and $124 for Oakland were used. Although government air transportation is occasionally available for military personnel attending schools, it is not really "free" and its impact on total transportation costs appears negligible.

Per diem calculations were based on the following table derived from the information listed in Appendix A. Twenty of the courses are offered in both the San Diego and Alameda areas. Additional per diem of $46 per day has only been calculated for officers since enlisted personnel are only eligible for per diem if government quarters and messes are not available.[6]

TRAINING COURSES AND ANNUAL ATTENDANCE						
Ship Type	San Diego Only			San Diego or San Francisco/Alameda		
	Courses	Officers	Enlisted	Courses	Officers	Enlisted
CVN	52	230	1015	20	158	2915
CGN	65	91	556	20	43	502

[5] Official SATO rates as of 9/18/92 were used to calculate the roundtrip air fares for government personnel on official travel.

[6] Although no enlisted per diem has been calculated, if government quarters were not available per diem would be allowable for both officers and enlisted men at $77 for lodging and $34 for meals.

On the basis of airfare and per diem annual training costs for personnel that might be homeported in Everett instead of Alameda will be $830,000 higher for a CVN and $200,000 for a CGN. A breakdown of costs follows:

DIFFERENCE IN ANNUAL TRAINING COSTS (INDIVIDUAL SKILL AND TEAM TRAINING)				
Ship Homeport	Training Available only in San Diego	Training Available in San Diego or San Francisco-Alameda		Totals
	Travel (CVN/CGN)	Travel (CVN/CGN)	Subsistence and Lodging (CVN/CGN)	(CVN/CGN)
Alameda	$154,380/ $80,288	$0/ $0	$0/ $0	$154,380/ $80,288
Seattle/ Everett	$313,740/ $163,044	$663,768/ $117,720	$9,039/ $3,013	$932,167/ $203,489
Annual Difference				$832,167/ $203,489

It is anticipated that if Everett becomes operational, a battle group of seven ships will be homeported there. The State of Washington assumes the battle group will be comprised of a carrier, four destroyers and two frigates.[7] The actual cost for training individuals will depend on the size of the battle group and the specific ships assigned. However, using Kapos' figures, and Washington's battle group estimate, maintaining the same level of training readiness for an entire battle group will cost approximately $.5 M in Alameda and $2.1 M in Everett. This means to maintain individual skills for an entire battle group at the same level of readiness in Everett will cost approximately 4.5 times more than in Alameda. The annual savings for a battle group homeported in Alameda amounts to over $1.6 M.[8]

These figures were compared with those calculated in an analysis of training costs for Bremerton Washington. That analysis found temporary additional duty costs at an equivalent level for individuals traveling from Bremerton to San Diego. The Bremerton

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[7] Snohomish County Profile, Washington State Employment Security Department, Labor Market and Economic Analysis Branch, p.7.

[8] A battle group comprised of 1 carrier, 4 destroyers and 2 frigates was estimated based on the CVN and CGN figures provided by Kapos Associates. A destroyer was estimated at .75 CGN and a frigate at .5 CGN.

analysis noted some savings could be achieved by using mobile training teams (MTT's) for nine unspecified courses at a cost of $200,000. However, MTT's can be used to reduce training costs at Alameda as well and therefore their use is not a significant discriminator between the two areas.

The Bremerton analysis also concluded that building new training facilities at Bremerton was not feasible. Although those figures are a few years outdated, they are roughly representative of current costs in the Pacific Northwest:

Damage Control Wet Trainer	$ 397,000
Roof-Top Trainer/14E32 (Transponder)	$ 770,000
Fire Fighting Trainers (Basic & Advanced)	$6,800,000
Aviation Shipboard Fire Fighting Trainer (19F4)	$4,500,000

The analysis also cautioned that environmental issues would have to be considered before planning any construction. Lack of space is an even greater consideration at the Everett site. All these issues underscore the value of existing facilities.

To summarize, the difference in individual skill and team training costs between ships homeported in the two areas, with facilities as they now exist, is truly significant. The difference can amount to over $830,000 a year for a single nuclear carrier and $1.65 M for a battle group.

At-Sea Unit and Battle Group Training

At present, Everett planners anticipate the homeporting of a nuclear aircraft carrier. For nuclear-powered ships, the cost of operating at sea is calculated in terms of Equivalent Full-Power Reactor Hours. Although the data is routinely recorded by the Navy, the information carries a secret classification and is therefore not available for analysis. As a means of estimating relative costs, and since Everett may not receive certification to homeport a nuclear vessel, an analysis of costs associated with conventionally powered vessels is instructive.

The Bremerton analysis found the 2510 mile trip from Bremerton to San Diego to require 167 hours and $200,000 of fuel for a DD 963 class destroyer.[9] Using the same time and cost assumptions, a comparable trip from Alameda is 870 miles, takes 58 hours

[9] Time and fuel consumption based on an assumption of 15 knots and 1200 gallons per hour.

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and costs $70,000.[10] As a result, the additional annual cost to transit from Everett compared to Alameda for a conventionally powered, CV 63 class carrier making 5 1/3 trips and a DD 963 'cruiser' making four trips each year is as follows:

Carrier	5.3 trips	X $360,000	= $1,920,000/year
Cruiser/Destroyer	4 trips	X $130,000	= $520,000/year
Frigate	4 trips	X $81,250	= $325,000/year

In short, the fuel cost for a conventionally powered carrier transiting from Everett will be almost three times the cost of the trip from Alameda. According to these estimates, the annual fuel cost for a carrier, four destroyers and two frigates to travel the extra distance from Everett to training in Southern California (SOCAL) will cost approximately $4.65 M. Although nuclear fuel dollar costs cannot be estimated it is expected energy costs from Everett would remain approximately three times more expensive.

Another important consideration is that each round trip to the SOCAL operating area will take 4 1/2 days longer from Everett than it does from Alameda. If fleet readiness requires a carrier to make 5.3 trips, and destroyers and frigates 4.0 trips to the SOCAL operating area each year, ships homeported in Alameda achieve the required level of readiness with fewer days at sea. For carriers this amounts to 24 days and for destroyers and frigates 18 days annually.

Training Summary

Because it is significantly closer to San Diego where many specialized training courses are conducted, personnel homeported in Alameda can be trained for considerably less than those who might be homeported at Everett. For a battle group the estimated cost for individual skills training will be 4.5 times more in Everett than in Alameda. In other words training for personnel in a battle group homeported in Alameda will save $1.6 M annually.

For at-sea training, ships will require more fuel and spend more days at sea. Each year a battle group comprised of one carrier, four destroyers, and two frigates, homeported in Alameda rather than Everett will save an estimated:

- $1.65 M in the cost of sending personnel to schools
- $4.54 M in fuel costs
- $6.19 million in total annual savings.
- 18-24 days at sea for ships in the battle group

[10] Fuel consumption for a CV 63 class carrier was estimated at 3,300 gallons per hour.

QUALITY OF LIFE FACTORS

Because of the time spent at sea, a Navy career places special demands on families. The support facilities available at a homeport will do much to alleviate such stresses and will encourage young families to remain part of the Navy community. The support and facilities provided by the community surrounding a homeport can either complement or detract from these Navy goals. For example, a homeport with appropriate, neighboring academic institutions complements the Navy's tuition program aimed at encouraging personal development and preparing Navy personnel for positions of increasing responsibility.

The perspective of this quality of life analysis is that of Navy personnel - officers, enlisted personnel and dependents. The conditions faced by those who might be homeported in the facility planned for Everett have been compared to the existing conditions at Alameda. Although the factors have not been prioritized, when military personnel have expressed an order of importance, that has been noted.

By way of general description, the City of Alameda is located on an island in San Francisco Bay with many characteristics of a small town, but nevertheless an integral part of the Bay Area metropolitan complex. It has many fine examples of victorian architecture, miles of accessible shoreline and over 2,000 berths in its marina. It is approximately ten miles across the Bay from San Francisco and connected to that city and the entire Bay Area by mass transit and the eight mile Bay Bridge.

Everett is a small, rural town of roughly the same size as Alameda and is located in an area that has been changing from lumber, dairy farms and food processing to high tech and aircraft manufacturing. A recent decision by Boeing to produce 777's at its Everett facility, promises more growth for the area. Everett enjoys easy access to outdoor recreation, the Mount Baker-Snoqualmie National Forest and is located about 35 miles north of Seattle.

Health Care

For Navy families homeported in Alameda there is a clear advantage in military health care facilities. In the Alameda area there are two large military hospitals, one is at Oakland about five miles away from the Naval Air Station and another is located at Travis Air Force Base some 38 miles away. The Travis facility is new, having opened within the last four years. Both are considerably larger, better equipped and closer to NAS Alameda than the only Naval Hospital available to the Everett area.

In Everett the nearest military hospital is somewhat remotely located in Bremerton and would take one and a half to over three hours by car and ferry depending upon the time of day and traffic conditions.

In the event of a disaster such as a major fire, an explosion or a nuclear incident, Alameda has a clear advantage since hospital facilities there are both larger and closer to the base. Facilities in the Alameda area are also better suited for the expansion that would be required to meet any future wartime requirements.

Even more significant for Navy families is the availability of outpatient/dispensary facilities. Alameda has existing dispensaries and outpatient facilities at the Naval Air Station, Naval Station Treasure Island, Naval Weapons Station Concord, Naval Shipyard Mare Island, USNH Oakland, and a military outpatient primary care facility in Oakland itself. Current planning for Everett indicates a single, small dispensary at the base.

Clearly civilian facilities in Everett are expected to pick up the slack, but due to the explosive growth of the area, these facilities are already strained. In addition, providing health care through Champus rather than through existing military facilities may add substantially to military health care costs at Everett.

Housing Costs

Alameda has 5,816 government family housing units. There are 195 in the Everett area. With the closure of the Presidio Army Base, the Navy has received 123 additional housing units for Bay Area Navy personnel and is negotiating for an additional 800 units. If the request is approved as expected, the Alameda complex will be one of the few areas in the country with enough housing to meet desired standards. Although $20.7 M is being programmed for the construction of military housing at Everett, the site does not have enough space to build the number of units required to meet the desired standards. Considerably more funds will have to be appropriated to make any significant progress towards diminishing the need for housing at that facility. The ready availability of government housing is a substantial benefit accruing to those homeported in Alameda.

In addition to military housing, the Bay Area still has a wide range of civilian housing available. Due to high prices in San Francisco and the Peninsula the average figures for the entire area are high and disguise the fact that there is a wide range of housing available. The Oakland Navy Housing Office maintains a list of 42,000 housing units that are available to Navy personnel. Similar to the situation that exists in Washington D.C., housing is available in neighboring communities within the constraints of a military budget.

If a battle group is homeported in Everett, the Washington State Employment Security Department anticipates that 90%, or 16,600, of the anticipated personnel will

reside within Snohomish County.[11] This will place a tremendous strain on an already tight housing market.

It is important to note that while housing prices have been declining in the Bay Area, they have already been climbing in Everett due to the Boeing expansion.

On balance, government housing is in much greater supply in Alameda than in Everett. The civilian housing supply is also much larger, over two times as large as in Everett, and housing prices are declining. Because of limited government housing in Everett, the civilian housing stock is especially critical, but it is already in short supply - even before the estimated 16,600 Navy personnel arrive. For these reasons it appears that the current cost advantages in Everett may only be temporary.

Other Family Support Activities

Alameda has a clear advantage in being able to provide facilities to support family needs. The Navy has traditionally maintained facilities to provide various types of support to Navy families and in the Alameda area Family Support Centers, Legal Service Centers, Commissaries and Navy Exchanges are just some examples of facilities that add meaningfully to the 'quality of life' experienced by military families. In all these services Alameda demonstrates a clear superiority over facilities that are planned for Everett.

There are currently three family support centers staffed and providing excellent service to the military communities within the Alameda area. These centers provide services such as assistance in locating child care, employment for dependents, affordable housing and other services too numerous to mention. The Legal Service Center located at Treasure Island is one of the finest on the West Coast. It provides assistance to Navy personnel and their families over a broad spectrum of legal issues. There are four commissaries, three Navy exchanges, several 'mini-marts', and numerous concessions currently serving the military community in the Alameda area. Everett will not have a commissary, and the exchange facilities are limited to a 'mini-mart'. Personnel stationed in Everett will not have access to full exchange facilities unless they are willing to make an all day excursion to Bremerton.

In summary, numerous surveys of Navy personnel have shown that the availability of medical facilities, commissaries and exchanges are considered among the most significant benefits enjoyed by military personnel. In all these areas Alameda has operating facilities that are not currently programmed or funded for the Everett area.

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[11] Snohomish County Profile, Washington State Employment Security Department, Labor Market and Economic Analysis Branch, September 1991, p.7.

Weather

The U.S. Weather Service, as quoted by American Express Travel Related Services, provides the following information:

	JAN	APR	JUL	OCT	AVG
% OF POSSIBLE SUNSHINE					
San Francisco Bay Area	56%	73%	66%	70%	67%
Seattle/Tacoma	24%	52%	66%	44%	48%
INCHES OF PRECIPITATION					
San Francisco Bay Area	4.4	1.6	0.0	1.0	19.5
Seattle/Tacoma	5.8	2.5	0.1	3.9	38.8
TEMPERATURE					
San Francisco Bay Area	48.3	55.3	62.5	61.0	56.9
Seattle/Tacoma	38.2	48.7	64.5	52.2	51.1

This information should not be surprising. Both Seattle and the Bay Area are quite temperate in climate. However, the above clearly indicate that the sun shines more, it rains less, and it is considerably warmer in the Bay Area than it is in Seattle.

Transportation

The Bay Area boasts one of the finest public transportation networks in the country. The Bay Area Rapid Transit System (BART) provides 71.5 miles of heavy rail that becomes a subway in the downtown sections of Oakland and San Francisco. Two stations are within three miles of NAS Alameda and one is the hub of the system which serves three counties. There is also an Amtrack station within a few minutes of NAS Alameda.

A bus system, AC Transit, carries more passengers daily than Seattle's METRO system and provides direct service to NAS Alameda, NS Treasure Island, the Naval Supply Center, and to all housing areas. There is also a connection with the Contra Costa bus system which provides frequent service to NSY Mare Island. AC Transit also connects with BART as well as San Francisco MUNI and provides access to numerous other transit systems throughout the nine-county Bay Area. Two companies provide ferry service from Alameda and the Eastbay to San Francisco and Marin counties. The Oakland airport is only a few minutes away and San Francisco airport, about 35 miles away is accessible by BART, a shuttle from the Oakland airport, or car.

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In addition Alameda County supports a number of trucking and warehousing companies due to its proximity to one of the major intersections of north-south and east-west interstate freeways. I-880, I-980, I-580, and I-80 all pass within a few miles of the base.

Everett is served by a city bus system and one which connects communities in the county with each other and Seattle. The public transportation system serving NAS Alameda is far more extensive and other destinations in the Bay Area are far more accessible, whether or not a serviceman owns a car, than are destination in and around Everett.

Recreation and Commercial Facilities

For years, San Francisco has enjoyed the reputation of being America's number one tourist attraction. A nationwide survey conducted this past summer reconfirmed its position as the city which the most people want to visit.

Both the Seattle and San Francisco areas have restaurants of the highest caliber. But San Francisco has more restaurants per capita than any other place in the country. And in the Eastbay, just a few miles from NAS Alameda, 'California cuisine' was spawned in the Eastbay's 'gourmet ghetto'. These areas as well as world class theater, museums, movies and other entertainment are all easily accessible by public transit from the base without a car. For those looking for merchandise not available at the exchange, there are numerous shopping areas ranging from exclusive, to trendy, to discount. For the most part these are also easily accessible by public transit.

There is also plenty of outdoor recreation. For a Navy family, the City of Alameda offers an excellent shoreline and a variety of ways to enjoy the Bay. Just fifteen or twenty minutes away is an extensive urban park system that creates a greenbelt throughout the hills surrounding the urban areas.

While Everett and Seattle also offer exceptional recreational opportunities, the metropolitan area in which Alameda is located offers opportunities commensurate with its status as fourth largest market in the country. There is internationally acclaimed symphony, opera and ballet. Among professional sports teams there are the baseball A's and Giants, football 49ers, basketball Warriors, hockey Sharks, and soccer Blackhawks. Cal, Stanford, San Jose State and a host of smaller colleges also have sports programs.

And despite its population, rural areas can be found within an hour's drive. Within a half day drive such diverse locations as Mendocino, Lake Tahoe, Gold Country, Yosemite, and Carmel/Monterey can be reached.

As a final point, for many years San Francisco has been a favorite spot for single Navy sailors. From experience during recent Fleet Weeks, this situation appears to be

unchanged. The great diversity of the area makes it easy for single people of all backgrounds to find congenial company. While Seattle is also quite diverse, Everett is much smaller and considerably more limited in the characteristics that appeal to families and to single Navy personnel.

Education

Both Everett and Alameda offer good educational opportunities including college. However, Alameda appears to offer superior access. Encinal High School is located less than a mile from the main gate and is only slightly farther from Alameda Navy housing. School buses offer convenient service and the school system is accustomed to planning for the changes in the Navy school population. Unlike Everett, there are no 'teething' problems to be overcome. The local schools welcome service juniors. Ethnic diversity, already a matter of pride in the area, presents no problems.

At the college level, Alameda Community College is immediately adjacent to the Navy housing with which it shares a common boundary. It is within walking distance of most of the units. In addition Laney Community College is within three miles and there are a number of other community and four year colleges within a 30 minute drive. U.C. Berkeley, U.C. San Francisco, University of San Francisco, Mills College, and Holy Names College are several of the 4 year institutions within easy commuting distance and Stanford is only about an hour away.

Safety

The rate of violent crime in Oakland is well known. What is less well known is that the violent crimes in the area are localized and are not characteristic of the entire area. Also less well known is that other serious crimes such as property crimes are lower than in many urban areas. For instance, when the Oakland PMSA is compared to the Seattle PMSA, the rate of serious crime is about 4% lower in Seattle. However, the rate of serious crime in the city of Everett is about 13% higher than in Alameda. This is not to discount the seriousness of Oakland's problem, but simply to put it in proper perspective.

Cost of Living

The cost of living for civilians is higher in the Bay Area than in the Seattle area. However, this is not especially significant for those who spend most of their time on base and live in government housing. It is significant, however, in the Everett area where lack of civilian and military housing will force a number of families to live in civilian units and where there are no commissary facilities and a minimal exchange. Everett personnel will not have the choice of military quarters and military retail outlets afforded Navy personnel at Alameda.

There is no great difference in sales tax between the two areas. In Alameda County the sales tax is 8.25% and in San Francisco 8.5% including a transit tax. In Snohomish County the sales and transit tax amounts to 8.1% and in Seattle it is 8.7%.

Although figures provided by the Bureau of Labor Statistics (BLS), adjusted for the number of people in an 'expenditure unit', show the cost of purchases in the San Francisco-Oakland-San Jose area to be 7.8% higher than in the Seattle-Tacoma area, wages are also generally higher in the Bay Area. For instance, according to BLS figures from 1990, the pay for office clerical workers was 13% higher than the national average in the Oakland PMSA,[12] 18% higher in the San Francisco PMSA and only 2% higher in the Seattle PMSA. Wages are generally highest in San Francisco which is only fifteen minutes away from the BART station serving NAS Alameda.[13]

These data seem to indicate that Navy families living in Bay Area communities who choose to live in the civilian economy may have an easier time offsetting any additional expenses than those in the Everett area. In Everett civilian cost of living issues are more critical due to the lack of military commissaries and exchanges and the large number of Navy personnel unable to live in military housing.

Employment Outlook

The unemployment rate is currently higher in the Alameda area than in the Seattle area, but not greatly. The latest figures available for Alameda County, July 1992, show a 6.3 unemployment rate[14] which is better than the state and national averages for the same period. Figures for the same period for Snohomish County, where Everett is located, show a 6.0 unemployment rate.[15]

A very large factor weighing in favor of Alameda is that not only is the job market larger in urbanized Alameda County than in rural Snohomish County, but the total job market in the Bay Area is about 2.4 times larger than that found in the Seattle-Tacoma metropolitan area. The Alameda advantage in jobs is increased when the higher wages, noted above, are considered.

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[12] The Oakland PMSA is comprised of Alameda County, where NAS Alameda is located, and Contra Costa County.

[13] "Wage Differences Among Metropolitan Areas, 1990," U.S. Department of Labor, Bureau of Labor Statistics, August 1991, P.3.

[14] Telephone call to San Francisco Office, Labor Market Information Division, California Employment Development Department.

[15] Telephone call to Seattle Office, Labor Market and Economic Analysis Branch, Washington State Employment Security Department.

Special Factors

Besides the factors traditionally associated with 'quality of life', there are several benefits of assignment to the Bay Area which are unique to military families. For instance the rotation between shore and sea duty causes disruption and hardship for Navy families not normally experienced by other families. In this respect one of the most attractive features of the Bay Area is the number of shore assignments available. This allows personnel in the area to be rotated to new sea and shore assignments without having to move dependents. This factor is even more important for families where both husband and wife have military careers. For these families the Alameda area offers a much greater opportunity to keep their households together. This would be much more difficult in Everett.

Because of press coverage it is often mistakenly thought that the Bay Area is not hospitable to the Navy. This is not true. The vote on homeporting the Missouri is often characterized as anti-Navy. In fact, San Francisco voted for the Missouri by a wide margin.

Alameda is on the other side of the Bay and has a long and mutually beneficial relationship with the Navy. The Mayor of Alameda is a retired Navy Captain and very sensitive to the Navy's needs.

It is worth emphasizing that the civilian infrastructure of schools, transportation, roads, sewers, and retail in Alameda and the Eastbay has grown in response to Navy needs. The local military and civilian infrastructure has already proven it can support several aircraft carriers. If Everett becomes operational, it will be years before it can reach the same level of accommodation and adjustment. Recently Boeing has provided almost $50 M in local infrastructure improvements because existing facilities cannot handle their expansion. Whether the infrastructure will be able to accommodate the Navy as well remains to be seen.

Finally, there are cultural considerations. The Navy is an exemplary equal opportunity employer. Navy personnel represent a number of cultures and backgrounds. The Bay Area understands, accommodates and supports that same type of diversity. During the Rodney King riots in other parts of California and the country, the Eastbay was conspicuously absent from the news reports of riots and violence. The size, diversity and integration of the different ethnic groups in the area make it easy to accommodate a military population in our midst. Whether Everett, a largely rural, homogeneous, small town, can be as successful at integrating the Navy into its culture and lifestyle should be a matter of some consideration.

MAY 11 '95 08:41 DOE SAN MDD/APD P.45/52

Quality of Life Summary

For military personnel, an Alameda homeport offers advantages in Health Care, Housing, Other Family Support, Weather, Transportation, Cost of Living, and Recreation and Commercial Activities. Seattle offers very good educational opportunities, but it is difficult to say that with an excellent Community College system and the University of California, Berkeley only minutes away that Alameda is at a disadvantage. Similarly Everett does not have a clear advantage in safety or employment outlook.

Although quality of life is a subjective evaluation, it appears that a good number of people want to live here. The fact that the City of Alameda has already adapted and grown along with the base has resulted in a harmonious relationship between the civilian and military communities. The city strongly supports the Navy. The Mayor, a retired Navy Captain, is mindful of the special needs of the Navy population.

The size and diversity of the area also make it easy to absorb large numbers of Navy personnel. The same could not be said for Everett, a relatively small, rural and somewhat isolated community already struggling to meet its infrastructure needs.

CONCLUSION

The lack of training facilities on site, the distance from training facilities in Southern California, and the local adverse sea conditions all combine to make it more expensive to train a battle group homeported in Everett than one homeported in Alameda. Counting individual travel costs for training in San Diego and fuel costs for a battle group of conventionally powered ships to transit to the SOCAL operating area will cost $6.2 M less from Alameda than from Everett. Although fuel costs for nuclear powered carriers were not available, it is worth noting that convention fuel costs to transit to Southern California are almost 4.5 times as expensive from Everett as from Alameda.

The cost to personnel would be significant as well. An Everett homeport would require shipboard sailors to spend an additional 18 to 24 days in transit to and from the SOCAL operating area to maintain the current level of training readiness.

Not only would there be longer periods at sea, but Navy personnel ashore would experience a considerably lower quality of life in Everett compared to Alameda. Health care and housing are very accessible in Alameda and extremely limited in the Everett area. Everett has no Navy hospitals within easy commuting distance and hardly any available military or civilian housing.

Because the nearest commissary and full scale exchange are located in Bremerton, a trip that easily consumes an entire day, many items that would be purchased at the

exchange or commissary in Alameda will have to be purchased by personnel in Everett at civilian retail outlets with an 8.1% sales tax. This will significantly affect their actual cost of living. Working spouses will also find the job market to be less than half the size of the Bay Area job market and wages for an office clerical worker to be roughly 10% lower than in the Bay Area.

Weather, transportation, shopping and recreational opportunities also substantially favor the Bay Area. Seattle offers excellent educational opportunities, but there is a broader range and more access to those opportunities in the Bay Area. Violent crime is a significant concern in certain areas of Oakland, but there is less serious crime in Alameda than in Everett.

Although quality of life is a subjective experience, many efforts have been made to quantify it. In this report the standard categories used to measure this experience have been applied to the Navy experience at an existing homeport, Alameda, and a potential one, Everett. Quality of life factors and training costs should not be the primary consideration for retaining or closing a Navy facility. However, when the conclusions reached evaluating these factors are consistent with those reached in evaluating military value, an exceptionally strong case is made for retaining the facility.

MAY 11 '95 08:42 DOE SAN MDD/AFD P.47/50

SUMMARY COMPARISON

Operational Readiness - Training	Alameda	Everett
Collocated Airfield	Yes	No
Collocated NADEP (Aircraft repair)	Yes	No
DOE Certificate to Homeport	Yes	No
Number of Homeport Berths	3	1 (Planned)
Number of Major Rail lines	3	1

Availability and Condition of Land	Alameda	Everett
Full Operating Condition	Yes	No
Adequacy of Flushing	Yes	Questionable

Accommodation of Future Needs	Alameda	Everett
Major Logistics Staging Capability	Yes	No
Ability of Region to Absorb Additional Military Personnel	Yes	No

MAY 11 '95 08:43 DOE SAN WDD/HPD P.48/50

Cost and Manpower Implications	Alameda	Everett
Fuel Costs for CV 63 Making 5.3 Training Trips/Year	$1,014,420	$2,926,660
Fuel Costs for Battle Group Training (7 ships)/Year	$2,406,420	$6,942,660
Everett Cost Multiplier	1	2.9
Alameda Annual Cost Savings	$4,536,240	$0
Annual Individual and Team Training Costs for CVN Personnel	$154,380	$986,547
Annual Individual and Team Training Costs for Battle Group Personnel	$475,532	$2,121,655
Alameda Annual Cost Savings	$1,646,123	$0
Total Annual Cost Savings	$6,182,363	$0
Hours At-Sea, Each Round Trip at 15 Knots	58.0	167.3
Annual # of Days At Sea for CV 63 Making 5.3 Trips/Year	12.8	36.9
Alameda Annual Days-At-Sea Savings	24.1	0
Annual # of Days At Sea for DD 963 Making 4.0 Trips/Year	9.7	27.9
Alameda Annual Days-At-Sea Savings	18.2	0

Table based on information received from Kapos Associates Inc., Arlington, VA. Kapos' sources include "The 1992 Department of Defense Survey of Officers, Enlisted Personnel, and Military Spouses," DOD Manpower Agency.

MAY 11 '95 08:43 DOE SAN WDD/APD P.49/50

Capacity of Local Physical Infrastructure	Alameda	Everett
# of Government Family Housing Units	5,816	195
# of Civilian Housing Units	42,000	20,000
# of BOQ/BEQ Units	1,683	0
# of Military Hospitals	2	0
# of Military Dispensaries	6	1
# of (Full Size) Military Exchanges	3	0
# of Commissaries	4	0
Mass Transit Systems Accessible from Base	Heavy Rail, 24 Hour Bus, 2 Ferries	2 Bus Systems

Housing unit, exchange and commissary information from San Francisco and Sand Point Navy Housing Offices.

Hospital and Dispensary information from Kapos Associates Inc., Arlington VA.

Everett transit information from Snohomish County Profile, Labor Market and Economic Analysis Branch, Washington State Employment Security Department, September 1991.

Capacity of Local Social Infrastructure	Alameda	Everett
Type of Community	Urban	Rural
Serious Crime per 100,000 in City (1991: FBI)	6,629	7,484
Comparative %	100.0%	112.9%
Serious Crime per 100,000 in PMSA (1991: FBI)	7,458	7,154
Comparative %	100.0%	95.9%
# of Students, Public Schools, K-12, County	183,640	21,100
# of Public Schools, K-12, County	269	120
# of Community Colleges, County	7	2
# of 4 Yr Colleges & Universities, County	7	0
Market Basket of Goods (1988/89) Economic Unit Per Capita, MSA	$13,880	$12,881
1990 Civilian Labor Force (MSA)	3,324,011	1,380,047
Civilian Wage Index (Office/Clerical) PMSA (National Avg. = 100)	113	102
Sales and Transit Taxes on Retail Goods	8.25%	8.1%
Unemployment Rate (July 92)	6.3%	6.0%

The PMSA and MSA are census designations based on county boundaries. Everett is located in Snohomish County, Seattle in King County. Snohomish and King Counties comprise the Seattle PMSA. The City of Alameda is located in Alameda County which together with Contra Costa County comprises the Oakland PMSA. The Seattle-Tacoma MSA and San Francisco-Oakland-San Jose MSA are even larger areas which define clusters of urban areas.

Rates of serious crime provided by telephone by the Bureau of Justice Statistics information clearinghouse from FBI data.

Alameda Navy Tactical Retention Committee
1033 Regent Street, Suite #C
Alameda, CA, 94501
Phone: (510) 521-8302/263-8048
FAX: 510-521-8302/263-8939

Homeporting of the Navy's Nuclear carriers remains a critical challenge for the Navy in light of the tug of war over the size of our fleet; should we maintain a 15 carrier Navy or cut down to 12? But because of mandated budget cuts and the ongoing downsizing of our bases and closure of our Navy yards, strategic positioning of the Navy carriers on the West Coast has forged some unique challenges for the Pentagon and pushed political one-upmanship to the forefront.

In 1993 the Navy developed a plan to implement an "Area Closure" of most of the Naval activities in the Bay Area to minimize the Navy's footprint in the Bay Area. The Navy's rationale was based on an area closure that presented the greatest opportunity for savings given that the infrastructure required to support the six large Bay Area installations was too expensive to maintain. In the BRAC hearings in 1993, the local community presented testimony to prove that there were compelling quality of life, economic and strategic reasons to retain Naval Base Alameda as a carrier home port. Their facts and figures as well as their dedicated efforts fell on deaf ears.

Certainly, the reduction of costly, excess military capacity must be taken into account. But duplicating facilities like the Alameda Navy base elsewhere, at great public expense, should be avoided. To put this whole issue of carrier support in perspective, the city of Alameda has presented its carrier homeporting proposal with the unanimous support of its city council as well as outspoken approval of our California senators and Congressman. The establishment of a "Navy Base" in place of an air station is made possible by decreasing the Navy's "footprint" at Alameda while maintaining facilities for as many as three aircraft carriers <u>and</u> eliminating the need to spend more than $127 million to duplicate identical facilities at Bremerton, Washington.

This reduced footprint concept dedicates the South end of the existing air station to support of the carriers while eliminating the need for an airfield and associated infrastructure. This arrangement allows for the continued conversion of the remaining 75% of the land. It is proposed that a

joint Alameda/Navy/BRAC Commission staff team be established to explore the feasibility of this concept.

The Alameda Navy tactical Retention Committee, an ad hoc committee formed at the local community level, has developed a comprehensive proposal which has been presented to the Navy, reinforcing the knowledge that the Alameda Naval Station still remains the most fiscally practical and strategically logical facility to homeport the Navy's carriers.

It is hard to imagine living in a community that can offer more cultural, social and educational benefits to our men and women than those assigned to Alameda. Over 60% of assigned personnel are currently living in base housing. This exceeds CNO standards. The percentage will undoubtedly increase as tenant activities assigned to NAS Alameda are streamlined. There are over 350 modern new enlisted housing units, a recently renovated BOQ, and Navy lodge. There is a galley that has been a finalist for Navy awards for the last four years., a Navy exchange that has just completed a $1 million remodeling, a recently renovated fleet recreation center, and an RV park that was completed in 1993, a marina that was renovated in 1990, and a health clinic including a pediatric treatment center for dependent children. This is just a partial list of available facilities that would still be usable infrastructure. With the other Bay Area Naval activities closing, shared use could be accomplished with other existing federal activities such as Naval Weapons Station, Concord or contracts with commercial firms.

As much as 75% of the Air Station property will still be made available for reuse by the city of Alameda while having a dramatic impact on decreasing the operational support costs of the Naval Station. Future reuse plans are being developed and would be compatible with a continued Navy presence should the plan be adopted.

The reasons to consider the city of Alameda's initiative are numerous. Since the 1993 BRAC commission decision, developments have occurred that were not anticipated by either the Navy nor the BRAC Commissioners.

Factors such as the lack of timely construction of a carrier pier for homeporting carriers at San Diego, CA necessitating the Navy to develop an alternative berthing strategy for a CVN in an industrial area at Bremerton, Washington which by previous testimony by Mr. Charles Nemfakos to the BRAC Commission on the 17th of June 1993 was not an acceptable alternative due to the collocation of a major industrial complex with a large population of young sailors. This situation would only get worse under

current plans as the other Pacific fleet shipyards close or consolidate operations at Bremerton.

The Puget Sound area is now classified as a "high cost" area by the military, decreasing the projected operational cost savings between Alameda and bases in the Pacific Northwest. Additional costs of $14 million annually will accrue from having to sail the aircraft carriers further to their required training areas in Southern California, difficulties in dredging required access channels to 52 feet for Everett and Bremerton, the lack of Navy housing in the Puget Sound area with a scarcity of rental units among the more significant reasons. Further, it has been estimated that the one-time, avoidable costs of NAS Alameda closure is $390 million which includes the cost of moving homeports for two CVN's.

In summary, taxpayers may save one-time costs of at least $517 million if we act now; sailors will enjoy the high quality of life that the Bay Area offers in modernized facilities that are already in place. And the Navy will breath easier, knowing that they will spend more time at sea, accomplishing their mission ,than they will fighting budget battles in Washington.

Mark Raymond Chandler
Chairman
Alameda Navy Tactical Retention Committee

DIANNE FEINSTEIN
CALIFORNIA

United States Senate

WASHINGTON, DC 20510-0504

February 16, 1995

The Honorable William J. Perry
Secretary of Defense
The Pentagon
Washington, D.C. 20301

Dear Mr. Secretary:

I am writing in strong support of a proposal -- sponsored by the City of Alameda -- to keep two aircraft carriers homeported at Naval Air Station (NAS) Alameda. I urge your support of this proposal as you continue to prepare your Base Realignment and Closure (BRAC) recommendations.

As you know, I was very disappointed when the Navy recommended the closure of NAS Alameda and its support facilities in the San Francisco Bay Area during BRAC 93. I was even more distraught when the Defense Base Closure and Realignment Commission narrowly approved (mistakenly, I believe) the Navy's recommendation to close NAS Alameda by a 4 to 3 vote.

By voting to close NAS Alameda, the Commission decided to keep open an unfinished naval station in Everett, Washington, that is only 60 percent complete and will require $190 million in additional military construction. In addition, the Commission deviated from statutory criteria which gives priority to an installations's military value; the military value of NAS Alameda is 58.2, the highest of any West Coast naval station.

NAS Alameda also has many significant advantages over the Everett facility, including:

* an adjacent airfield and aviation maintenance depot where aircraft can be off-loaded directly onto the adjoining airfield and easily transported to the aviation maintenance depot for repair;

* its vicinity to naval fleet concentrations and training areas near San Diego;

* full nuclear certification and licensing, allowing NAS Alameda to berth three nuclear aircraft carriers and 19 cruiser equivalent ships;

* proximity to open ocean, which allows a ship based at NAS Alameda to steam to open ocean in less than one hour; and

* the highest percentage of military housing nationwide -- over 7,300 units of housing for both enlisted and commissioned personnel.

With regard to costs, I am not convinced that the Navy's estimates for NAS Alameda's closure are accurate. Though the Navy's original estimate for the one-time closure cost of NAS Alameda was only $194 million, a Navy report estimates that the cost is actually three times more. The Regional Coordination Plan, conducted by the Commander of Naval Base San Francisco, estimates that the cost to close NAS Alameda is $591 million. In addition, in a recent letter, Admiral Boorda, the Chief of Naval Operations, puts the cost of closing NAS Alameda and moving the carries to San Diego and Washington State in excess of $1 billion!

The City of Alameda proposes to keep two aircraft carriers homeported at NAS Alameda while closing most of the other Navy facilities in the area that are already slated for closure. This would result in a 75 percent reduction in the Navy's infrastructure in the San Francisco Bay Area, yet preserve NAS Alameda as a carrier homeport. As a result, unique military capabilities will be preserved, while achieving substantial cost savings. I have attached the City of Alameda's detailed proposal for your further review.

The proposal has the added benefit of alleviating some of the economic impact that will result from military base closures in California and the San Francisco Bay Area. As you know, California has been hit hard as a result of base closures and defense downsizing. By the end of the decade, California will lose more than 200,000 jobs and $7 billion in annual economic activity from base closures alone; NAS Alameda's closure accounts for the loss of more than 31,000 jobs. The continued presence of aircraft carriers at NAS Alameda would be a welcomed benefit.

I urge your full support of the City of Alameda's proposal and ask that you carefully reexamine the closure of NAS Alameda. Thank you for your attention to this important and time sensitive matter.

Sincerely yours,

Dianne Feinstein
United States Senator

DF:ram
Enclosure

PETE WILSON
GOVERNOR

State of California

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO 95814

LEE GRISSOM
DIRECTOR

February 9, 1995

FEB 14 1995

CITY OF ALAMEDA
MAYOR'S OFFICE

The Honorable Ralph J. Appezzato
Mayor
City of Alameda
Office of the Mayor
City Hall, Room 301
2263 Santa Clara Avenue
Alameda, California 94501-4456

Dear Mayor Appezzato:

As Governor Pete Wilson's designee for matters relating to military base closure, reuse and retention, I have been asked to reply to your letter regarding the impending homeport change of the aircraft carriers based at Naval Air Station Alameda.

You have cited some excellent reasons for retaining the NAS Alameda homeport. They are essentially the arguments the Governor made before the 1993 Base Closure Commission. The economic, environmental, and strategic problems that the Navy is now encountering with its plans to transfer the ships to Washington were predicted two years ago. Unfortunately, I believe it will be very difficult to reverse this decision during the 1995 BRAC deliberations.

The Governor recently appointed Judy Ann Miller as Director of his Military Base Retention Office. Ms. Miller will work alongside the Governor's Military Advisory Council to prepare a statewide strategy for fighting the 1995 BRAC round for California. I will ask her to contact you directly to discuss the best way to coordinate strategies regarding the Naval Air Station Alameda. She is currently on a trip to Washington D.C. but ordinarily she can be reached at (916) 323-5015.

xc: Council
City Manager

California's military bases are of considerable importance to the state economy as well as our nation's security. Thank you for taking the time to write. I appreciate hearing from you and wish you well in your effort.

Sincerely,

LEE GRISSOM

City of Alameda California

January 18, 1995

The Honorable John Dalton
Secretary of the Navy
The Pentagon
Washington, D.C. 20005

Dear Mr. Secretary:

The City Council of Alameda, California requests reconsideration of the impending homeport change of the aircraft carriers based at Naval Air Station Alameda. This requested homeport change is in response to BRAC 93 legislation with the stated purpose to save the Department of Defense money. We believe that the cost of reorganization is exceeding the original estimates and negates the intent of BRAC 93. Additionally, we believe the resultant impact will negatively impact the U. S. Navy's peacetime readiness.

The Alameda City Council proposes the Navy keep a minimum of two carriers homeported at the current Alameda Naval Air Station. In addition to keeping the piers active, all government housing, land and facilities necessary to create a Naval Support Activity, Alameda should be retained for use by the U. S. Navy. The acreage and facilities needed for a Naval Support Activity, Alameda would be substantially less than the current Naval Air Station (approximately 25% of the current NAS size). Consolidation of activities into a Naval Support Activity, Alameda would render unnecessary the huge infusion of capital necessary to provide services for the Navy personnel and their families in the Northwest. We firmly believe that BRAC 95 should reconsider the homeporting of aircraft carriers at NAS Alameda for three primary reasons: **economic** - it will save the Navy millions of dollars; **strategic** - it will maintain fleet readiness; and, **quality of life** - the NAS Alameda already has in place those necessities that make serving in the Navy professionally enjoyable.

Ralph J. Appezzato, Mayor

Office of the Mayor, Room 301

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BARBARA BOXER
CALIFORNIA

COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS

COMMITTEE ON BANKING, HOUSING, AND URBAN AFFAIRS

COMMITTEE ON THE BUDGET

JOINT ECONOMIC COMMITTEE

DEPUTY WHIP

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2300 TULARE STREET
SUITE 130
FRESNO, CA 93721
(209) 497-5109

January 24, 1995

The Honorable John Dalton
Secretary
Department of the Navy
Washington, DC 20310

Dear Mr. Secretary:

I am writing to urge you to consider retaining the two aircraft carriers (CV/CVN) currently homeported at Alameda Naval Air Station (NAS). I understand this proposal was presented to you by the Alameda Navy Retention Tactical Committee.

I wish to emphasize that this proposal does not require the reversal of the 1993 Base Realignment and Closure (BRAC) Commission's decision to the close Alameda NAS. Instead, it proposes creating a new Alameda Naval Station (NS) where the two aircraft carriers would be permanently homeported.

When the decision was made to move the carriers homeported at Alameda NAS, the primary justification offered was cost savings to the Navy. I believe that newer, more accurate cost estimates show clearly that the promised savings will not materialize. Specifically, I believe that the costs associated with construction at the new homeports, closing Alameda NAS, and sailing the carriers from their new homeports to the required training areas would greatly outweigh any annual reduction in operational support costs.

As the Department prepares its recommendations for the 1995 BRAC round, I urge you to request data calls confirming or disputing the cost savings associated with the establishment of an Alameda Naval Station.

I appreciate your consideration.

Sincerely,

Barbara Boxer

Barbara Boxer
United States Senator

EXECUTIVE SUMMARY

PROPOSAL FOR A *NAVAL STATION* ALAMEDA

BACKGROUND:
Pursuant to an Act of Congress, a procedure was established for the identification and evaluation of military bases and activities that are excess to the Department of Defense. The goal of these actions was to close, consolidate and realign military installations to become more efficient and save money. As part of this process, the 1993 BRAC Commission endorsed the closure of the Naval Air Station, Alameda, by a 4 to 3 vote, where the Navy was directed to close the Alameda facilities and relocate necessary functions elsewhere. Specifically mentioned was the change in homeport of two nuclear powered aircraft carriers from Alameda to San Diego, CA, and to Everett, WA. NAS Alameda is currently planned to close in 1997, with both aircraft carriers scheduled to leave shortly beforehand.

DISCUSSION:
Factors affecting the Navy decision to close Alameda and relocate the aircraft carriers elsewhere primarily focused on cost, however it has been suspected that Bay Area political situations may have also entered into the process. In testimony to the BRAC Commission, it was disclosed that it was the Navy's position that as much as $40 million per year could be saved in operational support costs, primarily due to the construction of a new, smaller facility in Everett, Washington. Also considered was the prevailing area cost of living in the Puget Sound Area which was less than the San Francisco Bay Area. These marginal cost differences indicated a rapid payback which supported the Navy's position.

However, as time has progressed, developments have occurred that were not envisioned by either the Navy nor BRAC Commissioners. Factors such as the Navy developing a berthing strategy for a CVN in an industrial area at Bremerton, Washington, which by previous Navy testimony to the BRAC Commission (Note 1), was not an acceptable alternative. Other issues include the Puget Sound area now being classified as a "high cost" area by the military, thereby decreasing the marginal difference in operational costs between Alameda and the Pacific Northwest, additional operational costs of $14 million annually from having to sail the aircraft carriers further to their required training areas (Southern California), difficulties in dredging required access channels to Everett, the lack of Navy housing in the Puget Sound area coincidental with a scarcity of rental units (the Navy has requested $343 million to construct new housing in the Puget Sound Area), and other reasons. It has been estimated that the combined one-time costs of NAS Alameda closure ($390 million for NAS closure costs plus the cost of moving homeports for 2 CVN's), construction completion at Everett for an *initial operating capability* ($273 million), new housing in the Puget Sound Area and facilitization of Bremerton (unknown cost, but it will be significant), will exceed **one billion dollars.**

AlamedaNavy
Retention Tactical Committee

25 January 1995

SUBJECT: COST ANALYSIS RELATED TO THE CLOSURE OF NAS ALAMEDA

BACKGROUND: The decision to close NAS Alameda and relocate tenant activities elsewhere was a result of a decision reached during the deliberations of the 1993 BRAC Commission. The impact of this decision was an "area closure" of Naval activities. Recently, a proposal was developed by the local community, which would enable the Navy to retain the aircraft carriers, piers, base housing, and necessary support facilities at a "Naval Station" Alameda, where approximately 25% of the existing NAS land would be utilized. With the balance remaining for reuse/conversion, a significant reduction in Base Operating Support Costs would be realized by the Navy. This "reduced footprint" option was never considered during the 1993 BRAC deliberations, but would result in substantial, immediate savings to the Government.

DISCUSSION: The cost impact of closing NAS Alameda is described in the Enclosure (1) "NAS Alameda closure implementation related costs" spreadsheet, where the total exceeds one billion dollars. This document is not meant to be an all inclusive accounting of closure related costs, rather it is a compilation of budget requirements related to actions that were available for review. This approach was necessitated due to the Navy's reluctance to share current budget execution documentation as well as planned Military Construction (MILCON) requirements for the Pacific Northwest.

This lack of acknowledgment to the costs is in fact documented on page 5, of the "Commander Naval Base San Francisco Regional Coordination Plan" (extract appears as Enclosure 2), where the Navy's BRAC cost estimate used to justify closure was understated by 2.75 Billion. Military Commanding Officers at closing and realigning activities are given strict deadlines on mission cessation timelines and budget allowances. Careers are literally on the line to meet these objectives. There is a very real probability that Operations & Maintenance, Navy (OM&N) and Defense Business Operations Funding (DBOF) account funding will be utilized to subsidize a portion of the base closure process to meet the Navy's reduced BRAC cost estimate.

Of further concern is the change in homeport assignments for the USS Carl Vinson that was to go to San Diego, but is now assigned to the Puget Sound Naval Shipyard. The costs of this BRAC related homeport change have never been included in any payback calculation (they will be significant), nor reviewed by the BRAC Commission. Sources within the Navy insist that MILCON funding originally intended to upgrade pier facilities at San Diego for an aircraft carrier *are now being reprogrammed to cover additional, unforeseen/unbudgeted costs in the Pacific Northwest.*

CONCLUSION: While the exact costs to replicate the facilities at NAS Alameda may be debatable based upon the information available for review, a more finite analysis should be conducted by an authority that can request the most recent, pertinent documentation from the Navy. Further, in conducting this analysis, one should not look at what the Navy is planning to build for an *initial operating capability* (e.g. Everett), but should ask the question of what does a *mature* Naval Station entail for morale, welfare & recreation facilities, on-base housing availability as a percentage of assigned personnel to a given military base, etc., and compare this data to what is the standard at other Navy facilities. It is at this point in time that a clearer financial picture will become evident.

NAS ALAMEDA

CLOSURE IMPLEMENTATION RELATED COSTS

ITEM	DESCRIPTION	NOTE	MILLIONS
A	Completion of Everett Facilities 491.9 M - 231.6M	1	$260.30
B	Additional CVN training facilities required at Everett, WA or Bremerton	2	$12.50
C	NAS Alameda one time closure costs (excludes environmental costs,NADEP & several other tenant activities)	3	$495.20
D	One time costs for phone system buy-out	4	$49.00
E	Family housing construction costs	5	$199.00
	TOTAL COSTS:		$1,016.00

DOES NOT INCLUDE HOMEPORT COSTS AT BREMERTON, WA FOR ONE AIRCRAFT CARRIER

NOTES

1 Dept of the Navy letter, signed by Adm S. Loftus, dtd 28 Aug 92
2 Proposed Homeport at Everett, WA and Existing Facilities at Alameda,CA, by The Alameda County Base Retention Tactical Committee, dtd 28 Sep 92
3 COMNAVBASE San Francisco Regional Coordination Plan, Pages 28 - 29
4 COMNAVBASE San Francisco Regional Coordination Plan, Pages 23
5 NAS Alameda Base Closure Study (DRAFT), dtd 30 Sept 90

DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON, DC 20350-2000

IN REPLY REFER TO
11000
Ser N441C2/2U593809
28 Aug 92

Dear Mr.

The Office of the Secretary of the Navy has provided my office with your letter of July 23, 1992, which requested information regarding the building of the new homeport in Everett, Washington.

Specific answers to the questions in your letter are as follows:

1. How much money has been spent (expended) / committed (obligated) through FY92?

As of 31 July 92

Expended	$198.5M	Military Construction
	$ 5.8M	Base Closure Funds
Total	$204.3M	
Obligated	$215.7M	Military Construction
	$ 15.9M	Base Closure Funds
Total	$231.6M	

2. How much FY93 money has been appropriated for continued building?

No FY93 monies have been appropriated.

3. How many total dollars are expected to be spent in order to complete all needed construction at Everett?

$368.1M	Military Construction[1]
$ 20.7M	Military Housing[2]
$ 89.9M	Base Closure Funds from[3] Naval Station Puget Sound (Sand Point)
$ 3.7M	Non-appropriated Funds[4]
$ 9.5M	Local Contributions[4]
$491.9M	Total

[1] IOC (Initial Operational Capability) Originally planned funding (Federal).
[2] Additional Funding that may be required (Federal).
[3] Funding not part of IOC (Federal).
[4] Non-IOC funding. Local infrastructure improvements.

Encl. (1)

4. What is the cost of the required housing and other support facilities?

Estimated housing costs are $20.7M. Housing was not originally planned as the local economy was expected to provide it. However, the recent massive expansion at the Boeing Everett Plant, to manufacture the new 777 aircraft, has significantly reduced the available rental housing.

Additionally, other support facilities will be built with $89.9M of base closure and realignment funds. These facilities are necessary because of the closure of Naval Station Puget Sound (Sand Point), which would have provided them.

5. How large will the port/Navy base be in (square) acres?

The waterfront area at Naval Station Puget Sound (Everett) is approximately 117 acres. The addition support site made necessary by the closure of Sand Point will be approximately 60 acres.

6. How many ships will Everett be able to accommodate upon completion?

Thirteen ships were originally planned to be homeported at Everett, however, the current facility design can homeport about nine ships. At present, seven ships are projected to be homeported there.

7. How many carriers? One.

8. How many nuclear carriers? One.

9. Why is the Navy going ahead with this project?

The establishment of Naval Station Puget Sound (Everett) will give the Navy modern piers and facilities which meet environmental requirements and will provide a dispersed fleet basing for Navy's aircraft carriers well through the next century. In addition, the aircraft carrier at Everett will have convenient access to a nuclear capable repair yard and the new station will provide a high quality of life (affordable housing, low cost of living, etc.) for Navy personnel and their families.

I hope these answers adequately address your specific questions. Again, thank you for sharing your concerns on this issue. If I can be of further assistance, please let me know.

Sincerely,

S. F. LOFTUS
Deputy Chief of Naval
Operations(Logistics)

End. (1)

POLISHED COPY
10/16/92

PROPOSED HOMEPORT AT EVERETT WA

AND EXISTING FACILITIES AT ALAMEDA CA:

Comparative Training Costs

and

Quality of Life Factors

prepared by

The Alameda County
Base Retention Tactical Committee

September 28, 1992

analysis noted some savings could be achieved by using mobile training teams (MTT's, for nine unspecified courses at a cost of $200,000. However, MTT's can be used to reduce training costs at Alameda as well and therefore their use is not a significant discriminator between the two areas.

The Bremerton analysis also concluded that building new training facilities at Bremerton was not feasible. Although those figures are a few years outdated, they are roughly representative of current costs in the Pacific Northwest:

Damage Control Wet Trainer	$ 397,000
Roof-Top Trainer/14E32 (Transponder)	$ 770,000
Fire Fighting Trainers (Basic & Advanced)	$6,800,000
Aviation Shipboard Fire Fighting Trainer (19F4)	$4,500,000

The analysis also cautioned that environmental issues would have to be considered before planning any construction. Lack of space is an even greater consideration at the Everett site. All these issues underscore the value of existing facilities.

To summarize, the difference in individual skill and team training costs between ships homeported in the two areas, with facilities as they now exist, is truly significant. The difference can amount to over $830,000 a year for a single nuclear carrier and $1.65 M for a battle group.

At-Sea Unit and Battle Group Training

At present, Everett planners anticipate the homeporting of a nuclear aircraft carrier. For nuclear-powered ships, the cost of operating at sea is calculated in terms of Equivalent Full-Power Reactor Hours. Although the data is routinely recorded by the Navy, the information carries a secret classification and is therefore not available for analysis. As a means of estimating relative costs, and since Everett may not receive certification to homeport a nuclear vessel, an analysis of costs associated with conventionally powered vessels is instructive.

The Bremerton analysis found the 2510 mile trip from Bremerton to San Diego to require 167 hours and $200,000 of fuel for a DD 963 class destroyer.[9] Using the same time and cost assumptions, a comparable trip from Alameda is 870 miles, takes 58 hours

[9] Time and fuel consumption based on an assumption of 15 knots and 1200 gallons per hour.

Commander Naval Base San Francisco

Regional Coordination Plan

BASE REALIGNMENT AND CLOSURE (BRAC) 93

Volume I

June 1993

BRAC93
Base Realignment and Closure
(1993 Commission)

REGIONAL FINANCIAL SUMMARY

NAS Alameda

IMPLEMENTATION COSTS:	FY94	FY95	FY96	FY97	FY98	FY99	($000) TOTALS	
Military Construction	10826	35715	199711	27304			273556	
Family Housing								
Construction	22310	31780	42458				97048	(5)
Operations								
Environmental								
Studies	165	531	20	20	20	20	776	
Compliance	12543	5432	13954	4350	2150	250	38679	
Restoration	12089	7136	3397	12953	5326	14925	55876	
Real Estate Disposal Cost								
Operations & Maintenance								
Civilian Personnel	1377	691	1983	28075	340		32466	
Freight	444	1018	3128	1447			6037	
Property Disposal	150	200	200	400			950	
Equip Removal/Relocate	967	1086	1084	1100			4237	
Historic Preservation	50	50	50	50			200	
Minor Projects	1275	2385	1750	1075			6485	
Shutdown Costs								
Cost Variances								
Admin Functions	638	450	202	1540	1336	1336	5502	
Function Relocations								
Caretaker		179	311	1632	7101	8536	17759	**
Other								
Military Personnel– PCS	11295	2598	1472	13902			29267	
OTHER	1200	16326	1200	2998			21724	
Land Sales Revenue (–)								
TOTALS	75829	105627	270920	96846	16273	25067	590562	

SAVINGS	FY94	FY95	FY96	FY97	FY98	FY99	($000) TOTALS
Military Construction	4700						4700
Family Housing							
Construction							
Operations							
Operations & Maintenance	10	60	25	198			293
Military Personnel– PCS							
OTHER							
Civilian End Strength	52	73	89	891	891	891	
$000	81	324		1053			1458
Military End Strength	2996	6824	7214	10870	10870	10870	
$000	10772	5954	5114	1014			22854
TOTAL SAVINGS	15563	6338	5139	2265			29305

Regional Coordination Plan
Financial Summary

NAS Alameda

ONE-TIME IMPLEMENTATION COSTS:	FY94	FY95	FY96	FY97	FY98	FY99	($000) TOTALS
(FUNDED BY OTHER APPROPRIATIONS)							
Military Construction							
Family Housing							
Construction							
Operations							
Operations & Maintenance							
OTHER							
TOTALS							

NET IMPLEMENTATION COSTS:	FY94	FY95	FY96	FY97	FY98	FY99	($000) TOTALS
Military Construction	6126	35715	199711	27304			268856
Family Housing							
Construction	22810	31780	42458				97048
Operations							
Environmental							
Studies	165	531	20	20	20	20	776
Compliance	12543	5432	13954	4350	2150	250	38679
Restoration	12089	7186	3397	12953	5326	14925	55876
Operations & Maintenance	4891	5999	8683	35121	8777	9872	73343
Military Personnel– PCS	11295	2598	1472	13902			29267
OTHER	1200	16326	1200	2998			21724
Land Sales Revenue (-)							
Civilian End Strength	52	73	89	891	891	891	
$000	-81	-324		-1053			-1458
Military End Strength	2996	6824	7214	10870	10870	10870	
$000	-10772	-5954	-5114	-1014			-22854
NET IMPLEMENTATION COSTS	60266	99289	265781	94581	16273	25067	561257

NOTES: (1) Cost of migration of USS LINCOLN is considered a regular homeport change and is not included in this summary.
(2) Savings for AIRPAC tenants will be added by CNAP.
(3) Environmental costs for closure site is included, however is a budget submission item from NAVFAC.
(4) NO costs are incured for NADEP, PWC, DRSPAC and Med/Dental.
(5) Cost is submitted by NAVFAC and is not part of receiving site submission.

Coast Guard Station Mare Island

The Coast Guard occupies a small portion of the Mare Island Naval Shipyard as a search and rescue/law enforcement station. Coast Guard Station Mare Island receives all municipal service from MINS. The cutoff of municipal services to/from MINS will require relocation of the station. Relocation costs are estimated at $4.5 to $5.5 million and are included in Mare Island BRAC budget estimates.

Family Housing

Currently, some 500 Coast Guard families occupy government-owned quarters in the Bay Area. As the result of cost sharing in their construction, the Coast Guard has a real property interest in units built by the Navy on Treasure Island. Current costs to the Government are those of bachelor allowance for quarters (BAQ). Loss of family quarters for Coast Guard families in the Bay Area would increase government costs $2.5 million per year due to additional variable housing allowance (VHA) reimbursements. While it is unclear whether the Coast Guard can support the needed infrastructure, we plan to set aside the 106 quarters on Yerba Buena Island and 400 units at NAS Alameda including Marina Village for transfer to the Coast Guard.

Consolidated Area Telephone System (CATS) Contract

The Navy is in year four of a ten year "lease to purchase" telephone contract with AT&T. The capital portion of this $108 million contract is recovered through monthly charges to 27,000 users. The closure/drawdown of the Bay Area activities makes this method of paying for the capital portion of the contract infeasible. An economic analysis is included in Volume II under the PWCSFB Closure Plan. The economic analysis shows it is more cost effective to buy out this contract as soon as possible. One-time cost of terminating the capital portion of the contract is $49 million. If the capital portion of the contract is not bought out, monthly telephone rates would reach $200 per line per month by 1997. The costs for CATS buy-out are consolidated under the PWCSFB budget vice attempting to spread costs among 27,000 users. The CATS system will have to be re-engineered sometime during the drawdown.

FISCAL

The fiscal cost data, Exhibit 7, is a summation (in FY 92 $) of all budgetary costs, Exhibit 6, incident to the closure of NAS Alameda during the six year implementation period FY 92-FY 97. A summary of the cost data and saving follows:

One Time Implementation

Costs.....$488.6M
Cost avoidance.....$ 96.1M

Net Implementation Cost.....$392.5M

Recurring Costs/Savings

Costs.....$757.6M
Savings.....$115.4M

Environmental Costs

Total Environmental Cost.....$183.0M

In the Military Construction (MILCON) account anticipated requirements exceed $165M whereas projected savings are $40M. The net represents an additional $125M MILCON requirement distributed over a three year period, FY 93 through FY 95. Similarly, Family Housing Construction requirements total $199M while projected savings are $25M. The net additional requirement is $174M distributed over the three year period FY 94 through FY 96.

In the Operations and Maintenance (O&M) accounts one time implementation costs of $80M, including planning and support, are offset by a projected $30M cost avoidance. During the six year closure period, maintaining operations at NAS Alameda while shifting tenants, and thereby increasing based loading at receiving sites, results in recurring O&M costs of $648M with a commensurate savings of $82M.

In the Family Housing (FH,N) operations accounts the recurring six year costs total $60M whereas the savings over the same closure period equate to $17M.

These scenarios are primarily driven by CVN homeport changes in FY95 and FY97 and by workload drawdown plans at Mare Island Naval Shipyard and Naval Aviation Depot Alameda. The CNBSF planning team reviewed the Base Structure Evaluation Committee (BSEC) data provided on activity data summary sheets dated 29 March 1993 and identified 52 organizations with 301 military and 1,837 civilian personnel that were omitted. Disposition of these additional tenant commands is addressed in Chapter 2.

The costs to implement this plan which include MILCON, Family Housing, environmental, operations, maintenance and personnel are approximately $3.6 Billion. The BSEC data, which did not include specific environmental or nuclear closure costs, was $849 million for the same seven activities. The costs are summarized in the following tables.

Cost Summary

Major Cost Category ($ Millions)	Sum of Local Budgets	BSEC
Civilian Personnel Severance/Relocation	532.2	*
Military Personnel Relocation	59.2	*
Environmental	728.4	*
Nuclear Closure (Preliminary Data)	322.0	*
Material/Equipment Disposal/Shipping	339.7	*
Caretaker	148.2	*
MILCON	578.0	*
Other	855.9	*
TOTAL	$ 3,563.6	$ 849

Home Owners Assistance Program costed/administered by U.S. Army Corps of Engineers	$ 106.2	*

* COBRA/BSEC data on major cost categories was not available for each activity

Regional Implementation Cost by Activity		
Activity ($Thousands)	BSEC Costs	One Time Implementation Costs
Naval Shipyard, Mare Island	279900	1537844
Naval Air Station, Alameda	193700	590562
Naval Aviation Depot, Alameda	126800	478110
Naval Station, Treasure Island	33700	132755
Naval Hospital, Oakland	57500	334756
Naval Supply Center, Oakland	119400	299071
Navy Public Works Center San Francisco Bay	37500	178867
Naval Facilities Engineering Command, Western Division	800	11625
TOTAL	849300	3563590

David A. Franklin

EXECUTIVE SUMMARY

PROPOSAL FOR A *NAVAL STATION* ALAMEDA

BACKGROUND:
Pursuant to an Act of Congress, a procedure was established for the identification and evaluation of military bases and activities that are excess to the Department of Defense. The goal of these actions was to close, consolidate and realign military installations to become more efficient and save money. As part of this process, the 1993 BRAC Commission endorsed the closure of the Naval Air Station, Alameda, by a 4 to 3 vote, where the Navy was directed to close the Alameda facilities and relocate necessary functions elsewhere. Specifically mentioned was the change in homeport of two nuclear powered aircraft carriers from Alameda to San Diego, CA, and to Everett, WA. NAS Alameda is currently planned to close in 1997, with both aircraft carriers scheduled to leave shortly beforehand.

DISCUSSION:
Factors affecting the Navy decision to close Alameda and relocate the aircraft carriers elsewhere primarily focused on cost, however it has been suspected that Bay Area political situations may have also entered into the process. In testimony to the BRAC Commission, it was disclosed that it was the Navy's position that as much as $40 million per year could be saved in operational support costs, primarily due to the construction of a new, smaller facility in Everett, Washington. Also considered was the prevailing area cost of living in the Puget Sound Area which was less than the San Francisco Bay Area. These marginal cost differences indicated a rapid payback which supported the Navy's position.

However, as time has progressed, developments have occurred that were not envisioned by either the Navy nor BRAC Commissioners. Factors such as the Navy developing a berthing strategy for a CVN in an industrial area at Bremerton, Washington, which by previous Navy testimony to the BRAC Commission (Note 1), was not an acceptable alternative. Other issues include the Puget Sound area now being classified as a "high cost" area by the military, thereby decreasing the marginal difference in operational costs between Alameda and the Pacific Northwest, additional operational costs of $14 million annually from having to sail the aircraft carriers further to their required training areas (Southern California), difficulties in dredging required access channels to Everett, the lack of Navy housing in the Puget Sound area coincidental with a scarcity of rental units (the Navy has requested $343 million to construct new housing in the Puget Sound Area), and other reasons. It has been estimated that the combined one-time costs of NAS Alameda closure ($390 million for NAS closure costs plus the cost of moving homeports for 2 CVN's), construction completion at Everett for an *initial operating capability* ($273 million), new housing in the Puget Sound Area and facilitization of Bremerton (unknown cost, but it will be significant), will exceed **one billion dollars.**

Not considered by the previous BRAC Commission was the possibility of decreasing the Navy's "footprint" at Alameda while maintaining facilities for as many as three aircraft carriers, where as much as *75% of the Air Station property could be made available for reuse*. A precedent for this has already been established at Mayport, Florida. This would have a dramatic impact on decreasing the operational support costs of the "Naval Station" at Alameda, again reducing the marginal difference in annual cost savings by other homeport locations and lengthening the return on investment time associated with the Alameda closure decision.

Considering the $1 billion in one time costs to implement the Alameda closure decision and the $40 million in expected annual savings, a return on investment may be anticipated in 25 years. This is far outside of the window allowed in other BRAC closures that have been implemented.

This same $40 million in annual cost savings previously estimated by the Navy may be adjusted to reflect a different, present day scenario where it may be reduced by an estimated $20 million through a reduced Alameda footprint (*Naval Station Alameda Option*), an additional $5 million for an additional facilities (Bremerton's) operational support costs, plus an estimated $13.7 million in additional "at sea" days and associated training costs, reducing the annual cost savings by NAS Alameda closure to $1.3 million annually.

Alternatively, by considering the $1 billion one time costs associated with the closure of NAS Alameda & facilitization of the Puget Sound area, and dividing this by the expected annual operational cost savings of the Naval Station Alameda (reduced footprint) Option of $1.3 million, yields a return on investment time frame of 769 years. This option clearly indicates that investing this much capital in the Bremerton/Everett area for aircraft carriers will never yield a return on investment.

RECOMMENDATIONS

1. Provide information to the local community, members of Congress, political appointees, the Navy and members of the 1995 BRAC Commission that supports the continuing function of homeporting aircraft carriers at Alameda via a *"Naval Station" Alameda* Option.

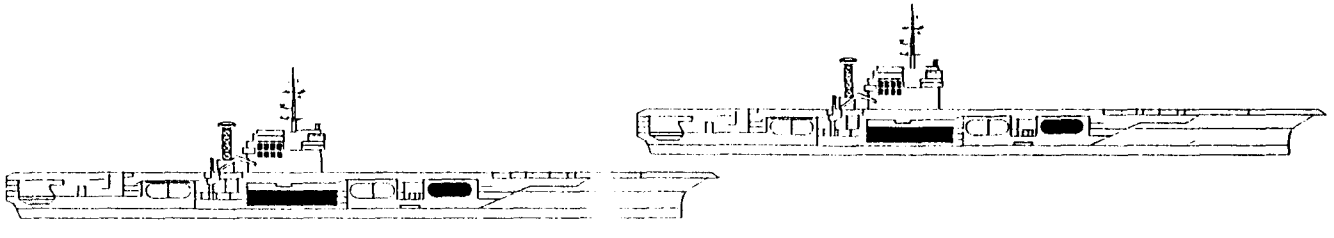
2. Request that the 1995 BRAC Commission Staff conduct data calls to validate the cost savings and payback periods contained within this proposal.

NOTES

(1) Testimony provided by Mr. C. Nemfakos to the BRAC Commission on 17 June 1993.

PROPOSAL
FOR A
NAVAL STATION
ALAMEDA

A Model Installation Initiative



BACKGROUND

- The 1993 BRAC Commission voted (4 to 3) to close NAS Alameda, reassign tenant activities elsewhere, and homeport NAS Alameda aircraft carriers at Everett, WA., and San Diego, CA.
- Most other Bay Area Navy activities were closed as well.

THE OPENING OF EVERETT WAS JUSTIFIED AS A CARRIER HOMEPORT DURING THE ERA OF A 600 SHIP NAVY

BRAC DECISION ISSUE

BRAC GOAL

Close, Consolidate, Realign military installations and activities to become more efficient and save $$$$$

An NAS Alameda ***realignment action*** was never considered by either the Navy or BRAC Commission. An entire area closure was the *only* option ever pursued.

It is realistic to significantly reduce the Navy footprint at Alameda by as much as 75%, and homeport three aircraft carriers, thereby avoiding enormous facilitization costs at other sites yet to be developed . *Naval Station Mayport, FL is an existing example of how to do this.*

BRAC DECISION ISSUES
(CONTINUED)

- There is a compelling case for the new BRAC 95 Commission to reevaluate the previous decision. *New data calls, with a new scenario (realignment) are a prudent action*

- *A payback period greater than 25 years already exists with an Alameda closure using the Everett plan*

PRESENT SITUATION: Tenant Activities

- NADEP Alameda is largest tenant & will cease operations by Sept. 96.
- *Gaining CVN homeports all require significant facilities construction efforts, which are behind schedule, over budget (or worse yet not currently budgeted for), or just not feasible to complete*

Puget Sound area CVN homeport cost estimates continue to escalate, while increased readiness costs were never considered by the BRAC Commission

PROPOSED CVN HOMEPORTS

- Homeports designated by the Navy to the BRAC Commission:
  - Everett, Washington
  - San Diego, California
- Homeports designated by the Navy ***following*** Presidential approval of above basing plan:
  - Everett, WA
  - San Diego, CA
  - ***Bremerton, WA***

ALAMEDA IS THE ONLY AIRCRAFT CARRIER HOMEPORT ON THE WEST COAST WITH A NUCLEAR SITE PERMIT

WEST COAST CVN HOMEPORTING OPTIONS

- If Alameda is closed, the *only* combination of homeports with sufficient berthing capacity is Bremerton, Everett, and San Diego.

IF ONE OF THE ABOVE BASES IS NOT USABLE AS A CVN HOMEPORT, THEN ALAMEDA MUST BE INCLUDED IN ANY NUCLEAR POWERED CARRIER BASING SCENARIO

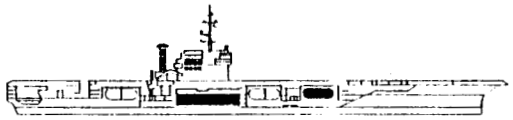
WEST COAST CVN HOMEPORTING OPTIONS

- If Alameda is closed, the *only* combination of homeports with sufficient berthing capacity is Bremerton, Everett, and San Diego.

IF ONE OF THE ABOVE BASES IS NOT USABLE AS A CVN HOMEPORT, THEN ALAMEDA MUST BE INCLUDED IN ANY NUCLEAR POWERED CARRIER BASING SCENARIO

CVN HOMEPORT REQUIREMENTS

- Adequate pier space
- Adequate channel depth (52')
- Ability to shutdown reactors (shore utilities issue)
- Replenishment & ship repair support
- Security



- Housing for 3,500
- Medical facility
- Chapel, Theatre, Bowling Alley, Crafts Shops, Commissary, etc.
- Area quality of life, social diversity with local community

PRESENT SITUATION: San Diego Homeport

- Environmental Impact Study pending release
- **Infrastructure improvements required:**
  Pier construction **Dredging**
  Housing
- Tidal flushing action concern
- Constricted ship channel
- Strong potential for an environmental lawsuit to be filed to halt CVN berthing

These improvements are needed by the Navy, but are a decade away from completion

PRESENT SITUATION
Everett Homeport

- Dredging incomplete
- Lacks a breakwater
- Infrastructure incomplete (many facilities will be constructed at a "satellite" facility>15 miles away)
- No Navy housing available
- High cost to subsidize personnel (5% of area housing are rentals, mostly to Boeing employees)
- Lack of diversified community
- 12 hour transit time to open ocean
- 2 day transit to operating/training areas

READINESS, OPERATIONAL COSTS & MORALE ARE ISSUES

Everett Homeport Costs
(Initial Operating Capability)

- Construction funds required

obligated	$231.6M	(1)
additional required	$260.3M	(1)
new training devices	$ 12.3M	(2)
Unobligated	$272.6M	(3)

NOTES: **(1)** 28 Sep 92 Navy Letter by Admiral S.F. Loftus.
Also states no FY 93 funding available
(2) Training devices required include Damage Control Wet Trainer, Roof-Top Trainer, Fire Fighting Trainers, Aviation Shipboard Fire Fighting Trainer.
(3) As of 28 Sep 92

PRESENT SITUATION
Bremerton Homeport

- Additional dredging is required for operational CVNs (52' issue, only one CVN possible with bedrock on one side of the pier)
- One CVN is proposed to dock in an industrial area
- Very limited community housing available (option: commute by ferry to Seattle)
- Existing quality of life facilities are not sized for homeporting an aircraft carrier (nor funded)
- Navy testimony to 1993 BCRC stated Bremerton was not an option for CVN homeporting due to unsuitability of the industrial complex

Pacific Northwest
CVN Increased Operating Costs

- Increased annual operating expenses occur from moving CVN homeports further away from Southern California training areas, and Navy schools

  2-CVNs @18 Days added "at-sea" time = $12.4M
  2-CVN crew training requirements = $ 1.7M

  Increased Annual Training Costs = 13.7M

These costs are a reality of carrier operations & were previously provided to the BRAC, but were not considered

Pacific Northwest Personnel Issues

- Morale impact from additional at sea requirements (18 days annually).
- Inclement weather for 8 months of the year (October - May). Most free time activities will cost sailors $ they don't have, in MWR facilities that don't exist.
- Puget Sound area has been designated as a "high cost area" by the military.
- Navy has requested **$343 million** to fund housing construction.

NAS ALAMEDA CLOSURE FUNDING

- Funding required to close NAS Alameda, including relocation of MAG-46 and HM-15, and personnel assigned two 2 aircraft carriers
  - Planning
  - Building Closure
  - Movement of Personnel
  - Movement of Equipment
  - Miscellaneous

Total: $ 390M

NAS ALAMEDA
CLOSURE IMPLEMENTATION COSTS

NAS Alameda Closure Costs	$390M
Everett Homeport Costs Remaining	$272.6M
Everett/Bremerton Area Housing	$343 M
Bremerton Homeport Costs Remaining	$TBD

(These costs are unknown, but are very significant)

Total Homeport Costs Remaining $1 BILLION

ALAMEDA CVN HOMEPORTING

- Maintain CVN Homeports at Naval Station Alameda as the least cost, best option available to the Navy
- Existing base infrastructure is satisfactory to support this mission (only 25% of NAS Alameda required for this function)
- CVN transit time to open ocean is one hour
- Alameda is the best West Coast strategic location
- San Francisco Bay Area is among the best for quality of life in the country

Alameda is the best CVN homeport the Navy has. *Period*.

Return On Investment (ROI)
Navy BRAC Commission Submittal

One time cost to change homeports & facilitize gaining sites	$1 BILLION
Annual cost savings of operating a carrier base in a Everett	$40 million (1)
RETURN ON INVESTMENT	**25 years**

NOTE: This calculation is flawed as the Navy now plans on basing carriers at *two bases* rather than one, so annual savings will be less. Further, if a "smaller" Alameda was modeled for operating costs comparison, the savings would be less yet. *Does not include Bremerton costs*.

(1) From 1993 Navy BRAC hearing testimony

Return On Investment (ROI)
Alameda Option

One time cost to change homeports & facilitize gaining sites	**$1 BILLION**
Annual Cost Savings of operating a carrier base at Everett, WA	$40 million
Reduced Alameda footprint	($20 million)
Additional Bremerton ROM costs	($5 million)
Increased Annual CVN Operating Costs	(13.7 million)
Net Annual Cost Savings	$1.3 million

RETURN ON INVESTMENT 769 YEARS

CVN Homeporting Summary

- The existing NAS Alameda infrastructure (with some minor modifications) can be reduced by 75% to support up to 3 carriers (similar to Mayport FL)
- Conversion/Reuse opportunities will be available on the balance of the land
- A compelling case *can* be made to the **BRAC 95 Commission** to reevaluate the previous NAS Alameda closure decision in terms of a ***realignment action***

THE FUTURE OF NAVAL OPERATIONS IN ALAMEDA COUNTY:

Socio-Economic and Cost Implications

prepared by

The Alameda County
Economic Development Advisory Board

EXECUTIVE SUMMARY

The Alameda County Economic Development Advisory Board, a consortium of business, elected, labor, education and environmental leaders, is alarmed by the potentially devastating economic and social impacts on the County of Alameda should its three Naval installations reappear on the Secretary of Defense's April 15, 1991 list of military bases recommended for closure or realignment. Therefore, we respectfully request that the Secretary of Defense, Department of the Navy, and members of Congress remove the Alameda Naval Air Station, Alameda Naval Aviation Depot, Oakland Supply Center and the Oakland Naval Hospital from closure consideration. This request is based on overwhelming evidence set forth herein which finds that closing these facilities is not in the best interest of the national defense and is contrary to the cost reduction mandates of DOD's force structure reduction objectives.

BACKGROUND

On January 29, 1990, three Alameda County Naval Bases were included on Secretary of Defense Cheney's proposed plan to close a number of domestic military bases. Following the Secretary's announcement, these Bay Area bases were subject to extensive study as part of the Environment Review process in conformance with Statute 10 USC 2687 requiring the Secretary of Defense to present to Congress an evaluation of the local economic, environmental, strategic, budgetary, fiscal and operational consequences of the proposed closures.

Based upon the results of this EIS, it was determined that closure would result in a loss of 60,738 Bay Area jobs (44,400 in Alameda County) and $1.5 billion in lost income. Using the Navy's EIS, the Economic Development Advisory Board projected these impacts through direct surveys of workers and procurement contractors. The following demonstrates the real cost to the federal government resulting from closure and the irreversible economic and social impacts on the Bay Area.

IMMEDIATE AND LONG TERM EMPLOYMENT IMPACTS

Alameda County is the second largest county in the Bay Area and sixth largest in the state, with a population of over 1.2 million residents. Like many older urban areas throughout the country, our north county cities, particularly Oakland, have relatively high rates of poverty and unemployment. In the last ten years, Alameda County has had the highest unemployment rate among the six-county Bay Area, a situation exacerbated by a dramatic change in the County's overall economy. Once the manufacturing center for northern California, Alameda County has lost basic manufacturing jobs at four times the national rate in the past decade.

The Navy is currently the County's largest employer. The loss of this employment base would in itself be a severe blow to the local economy. But based on a direct survey of workers analyzed by local and state employment training experts, it is concluded that it is unlikely that those workers displaced by closure of Alameda County's three Naval facilities will be absorbed into the local labor force. This is particularly ominous for minority residents who have historically held good-paying, low-skill jobs at the bases. Neither current nor emerging employment

in the region are able to provide similar job opportunities. Without the technical skills required for most jobs, these displaced workers will be limited to low-wage service and retail employment: more likely, permanent, chronic unemployment. (Civilian workers at the Naval Air Station, Alameda, average 42 years of age. This alone is a very telling factor in the barriers faced by workers seeking reemployment.)

Cumulative Economic Impacts of Department of Defense Reductions in Alameda County

These Naval bases in Alameda County represent a combined direct, indirect and induced (derived) employment of 44,400 jobs and $1.104 billion in annual income. In addition, Alameda County is home of the country's primary defense-related research laboratories at Lawrence Livermore and Sandia. The combined direct, indirect and induced employment created by these two facilities is 211,759 with an annual $430 million payroll.

Over the past few years, the Department of Defense has reduced funding to these labs. Proposed defense cutbacks and reductions in "Star Wars" research will have further negative impacts on employment and income generated by these labs. Combined with the threat of the downsizing or closure of the military bases in the County, the overall impact of defense spending cuts will be substantial.

Disproportionate Impacts on Minority and Small Businesses

Alameda County has the highest per-capita minority and women-owned businesses in the State of California. This is directly due to federal procurement policies and practices. The loss of these military facilities would severely affect contractors, resulting in an estimated job loss of 21,736 to Alameda County businesses.

In addition, on our own survey of actual suppliers to Alameda County's three Naval facilities, shows that over 40% of the suppliers' work force is minority employees. Of particular note, these suppliers reported potential job losses 27% higher than those estimated by the Navy in its Environmental Impact Study. In short, the actual impacts on minority and small business employment are measurably greater than those predicted in the EIS, estimated at nearly 10,000 jobs.

Fiscal Impact on Local Government

There is no disagreement that the closure of these bases would create substantial dislocation in the local work force. But, unfortunately, the Navy's EIS did not explicitly assess the cost to local government, which is statutorily required to serve displaced workers and their dependents.

This issue is particularly crucial in light of the fiscal crisis in this County. To illustrate, during FY 1990-91, the County had a $44 million deficit, which requires substantive cuts in health, social, and public protection services. Alameda County ranks among the major California counties in extreme fiscal stress. This problem will be compounded this year due to the state's estimated $10 billion deficit. If the proposed base closures occur, the County's ability to provide even minimal levels of essential services will be jeopardized.

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According to an independent study by Pryor, Counts & Govan, the net cost to the County to provide services to workers directly displaced at the facilities will be $140 million. This does not take into account the cost to various other government entities. For example, the City of Alameda alone will lose 30% of its annual school budget if the Naval Air Station at Alameda closes. And this does not include the potential cost to the County to support workers laid off by supply or retail employers impacted by the reduction, nor the deteriorative effect on the tax base which supports local services. In other communities which have experienced such closures, it has taken over 10 years for employment to reach pre-closure levels, under the best of circumstances. In addition, toxic clean-up (estimated at over $200 million at NAS Alameda alone), access and seismic problems will severely limit any potential economic conversion of these facilities well beyond this century.

Cumulative Impacts on Remaining Bay Area Naval Operations

Closing these facilities will effectively cut the heart out of the Navy's presence in the Bay Area. As a result, it can be reasonably anticipated that ancillary activities throughout the Bay Area will be eliminated as well. The EIS fails to account for these effects.

Strategic Defense and Cost Considerations

The relocation of the work presently performed at these bases will cost an estimated $2 billion and therefore cannot achieve the cost-reduction intended by the Congress and Department of Defense. There is no evidence to support the premise that closing these facilities is cost effective, cost saving, nor in the interest of the national security.

Conclusion

The announced intentions to close Alameda Naval Air Station, Alameda Naval Aviation Depot, Oakland Naval Supply Depot, and Oakland Naval Hospital will wreak sure economic and unemployment havoc on the Bay Area, particularly Alameda County. This region has already experienced a disproportionate loss of jobs due to the failure or foreign relocation of many local manufacturing plants.

The potential loss of the County's largest employer would cut 5% from our annual gross product and eliminate at least 44,400 primary jobs. The failure by the Department of Defense to provide adequate evidence of the defense savings attendant upon these closures suggests still another $2 billion outlay to relocate, retrain and replicate the needed work force and services elsewhere. Add to this the huge toxic and hazardous waste cleanup needed to render these facilities environmentally safe and economically viable, and you have economic impacts which dwarf any data available on any of the other military facilities on the Department of Defense recommended force reduction list.

The Alameda County Economic Development Advisory Board believe this is prima facie evidence to ask for summary removal of these Alameda County Naval Facilities form the Secretary's force structure reduction list.

THE FUTURE OF NAVAL OPERATIONS IN ALAMEDA COUNTY: SOCIO-ECONOMIC AND COST IMPLICATIONS

Alameda County is the sixth largest county within the State of California, with a population of 1.2 million people.

For over 60 years, the Department of Defense's military bases and financially supported research and development facilities have been the mainstay of the County's economy. The Navy is the County's largest employer followed by the federal research and development laboratories at Lawrence Livermore and Sandia.

On January 29, 1990, the Secretary of Defense announced his proposed plan to close 26 domestic military bases and realign or reduce forces at more than 20 other bases. Included within the Secretary's plans was the proposed closure of five Bay area bases of which three are located in Alameda County. Bases include:

- Naval Air Station (NAS), Alameda, including Naval Aviation Depot (NAVAVNDEPOT), Alameda
- Naval Supply Center (NSC), Oakland
- Naval Hospital (NAVHOSP), Oakland
- Naval Air Station (NAS), Moffett Field; and
- Naval Station (NAVSTA), Treasure Island

The five Bay Area bases have been subject to extensive study as part of the environmental review process (Government Statute Section 10 USC 2687), requiring the Department of Defense to present to Congress an evaluation of the local economic, environmental, strategic, budgetary, fiscal and operations consequences of the proposed closure.

The closure of the three Naval facilities within the County will have a dramatic and irreversible economic and social impact for the area and will undermine the fiscal stability of local government. This action will further weaken the area's economy which has the highest unemployment rate in the Bay Area as a result of its changing economic base which has displaced over 30,000 workers during the last decade.

As a result, the following report has been prepared to summarize the socio/economic impacts on the county, business and local government. Further, it presents for the record the loss these facilities will represent to our national defense and the overwhelming costs the Department of Defense will incur in relocation of these Naval commands.

The report was prepared by the Alameda County Economic Development Advisory Board, a partnership between local government, business, labor, education and environmentalists. Using the Navy's environmental impact report, it attempts to place in the proper context what the impacts will mean on the County and, beyond this, the impact on the Department of Defense in weakening its strategic West Coast defense.

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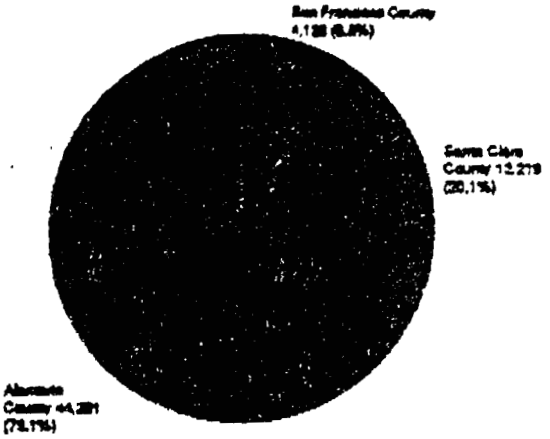
REGIONAL EMPLOYMENT AND INCOME IMPACTS

Alameda County accounts for a majority (44,391) of the 60,738 Bay Area jobs supported by the five Naval bases initially targeted for closure by the Secretary of Defense in his January 29, Force Structure Reduction Plan.

Percent of Employment Loss by Bay Area Counties



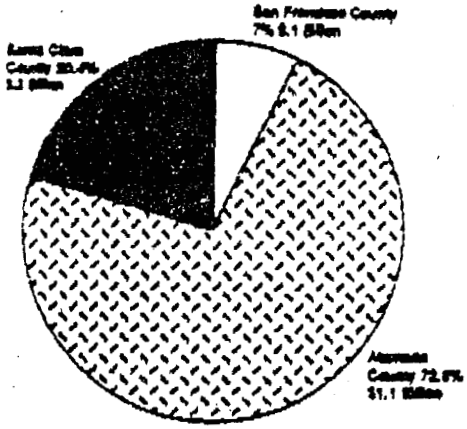
When dependents are included, 90,252 Alameda County residents will lose their primary source of income due to closure of these facilities.

According to information provided in the Navy's EIS, Alameda County will lose 6.6% of its employment base and 66.63% of its anticipated job growth over the next five years, which will result in permanent economic hardship for the County. However, these job-loss impacts do not tell the whole story.

- Many of the workers at San Francisco's Treasure Island Naval facilities live in Alameda County, which will add to the projected impacts.
- The three bases are located in the northern region of the County which already has the highest unemployment rate in the Bay Area, and particularly impacts the City of Oakland which is the only northern California urban community designated by the U.S. Department of labor as a "labor surplus" area.
- The 6.6% job loss will add to an already-weakened local economy which continues to lose manufacturing blue-collar jobs at four items the national rate; scarce jobs for which the majority of the displaced Navy workers will be competing. These job losses will add significantly to Alameda County' considerable structural unemployment problem.

Concurrent with the loss of employment for the region, Alameda will lose 1.1 billion (72.6%) of the $1.5 million income generated from the Navy payroll and procurement activities in the Bay Area.

Percent of Income Loss by Bay Area Counties



For Alameda County, this represents an income loss of 4.8% and 36.8% of our projected income growth over the next five years.

But the military bases do not represent the only Department of Defense financially supported activity in Alameda County. The County, in addition, is home for the country's primary defense-related research laboratories at Lawrence Livermore and Sandia. The combined direct, indirect and induced employment created by these two facilities is 21,759 with a total $430 million payroll value.

Over the past few years, the Department of Defense has reduced funding to the Labs.

While increased technology transfer and joint-venture efforts with private research and development firms have partially offset this reduction in federal investment, defense cutbacks and proposed reductions in "Star Wars" research will have a negative impact on employment and income generated by the Labs.

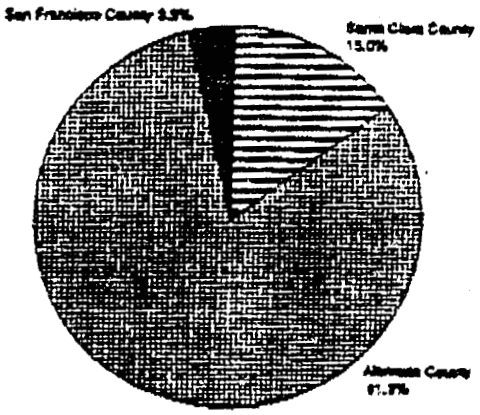
Therefore, the combined impacts of Naval base closings and the reduction in defense-related funding for its research and development labs will have a severe economic and social impact on the entire region. perhaps irreversible, certainly in the long term.

CIVILIAN JOBS LOST IN THE BAY AREA

While it is expected that a majority of the military personnel and their dependents will be relocated, this will not be the case for the large percentage of civilian employees who presently live in Alameda County.

According to the EIS, these three Alameda County installations currently employ 8,605 civilian workers.

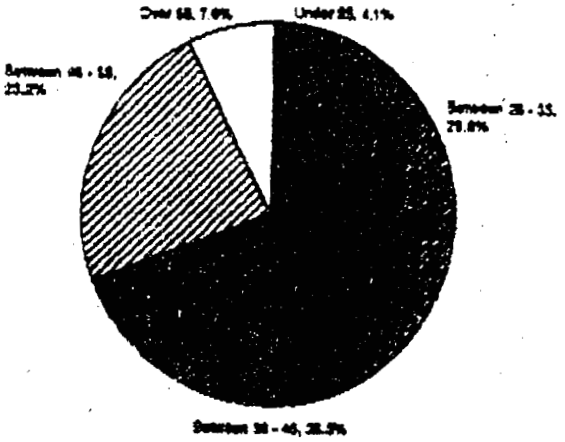
Percentage Distribution of Civilian Workers By Bay Area Counties



Clearly, the displacement of civilian workers will have a dramatic impact on the County's economy. However, these numbers do not reveal the extreme difficulties these civilian workers face in attempting to find non-defense employment in the Bay Area.

The Alameda County Economic Development Advisory Board (EDAB) recently surveyed workers at the Naval Aviation Depot, Alameda (which accounts for 4,053 of the civilian workers employed by the Navy here). Of the 725 workers sampled, over half are minorities; their average age is 42; almost 30% own their homes; over 80% have dependents.

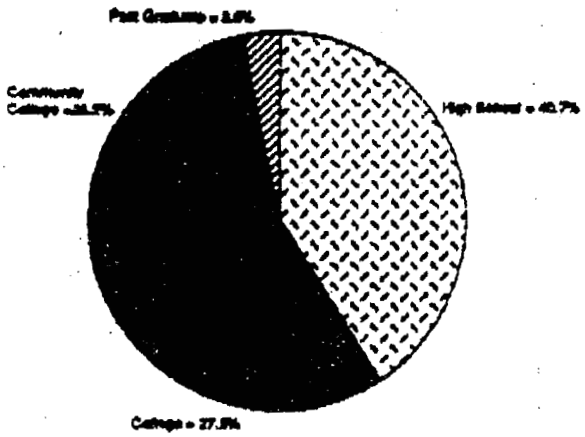
Percent Age Distribution



In addition, the highly unique and specialized skills of this work force, combined with limited educational experience, will compound the problems these workers will experience in attempting to find jobs in the County's non-military employment sector which has lost over 2,500 jobs since 1990 and over 30,000 in the past decade.

As a result, the employment outlook for these workers, who on the average have dedicated 16.5 years of service to the Navy, is distressingly pessimistic.

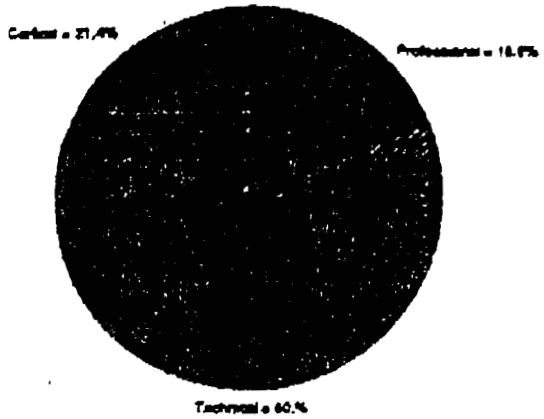
Education



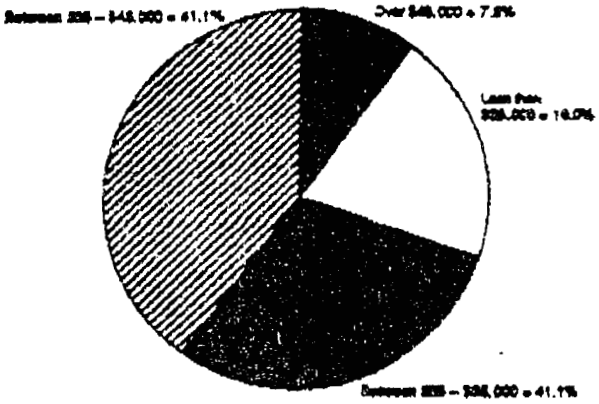
For those workers who are likely to find employment, it is anticipated that they will not be able to obtain a job that will return a comparable

standard of living. For the workers surveyed, their average annual salary is $35,905, plus complete health care benefits for their families.

Job Classification



Salary



This ominous and bleak employment forecast is further illustrated by two recent plant closure studies in Alameda County:

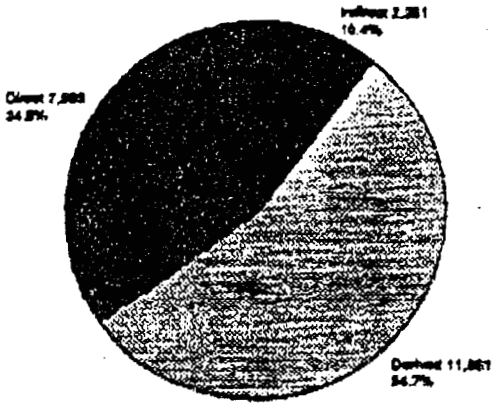
- When General Motors closed its production plant here in 1982, more than 5,680 workers were laid off. Two years later, after intensive retraining and support services provided by the U.S. Department of Labor, the State of California and General Motors (expenditures which exceeded $10 million), 3,141 of those workers remained unemployed. (This is a time when the South Bay's economy was in a boom cycle resulting from the growth in high technology.)
- In 1986, the loss of a local industrial manufacturer displaced 142 skilled and semi-skilled workers. Less than 10% of these workers were reemployed, and the estimated cost to local government to provide for those displaced workers was between $3.5 and $4.5 million in the subsequent three-year period due to increases in costs for public social services, health care and lost tax revenues.

IMPACT OF JOB LOSS FROM PROCUREMENT-ASSOCIATED BUSINESS ACTIVITY

For over 60 years, the Naval Air Station, Oakland Naval Hospital, and the Naval Supply Depot have been an integral part of Alameda County's economy. During 1989, the three bases accounted for a combined $143.8 million in procurement and associated business activity for the Bay Area. This expenditure by the Navy, however, does not include the significant amount of annual capital expenditures by the bases for facility improvements and construction including off-base housing.

Based on information from the Navy's Environmental Impact Study, Alameda County will lose a total of 21,736 direct, indirect and derived jobs if the three Naval installations are closed.

Direct, Indirect and Derived Job Loss to Alameda County



In order to understand the impacts on the businesses in the County that are in jeopardy of losing their procurement contracts, EDAB surveyed those suppliers currently holding contracts with the Navy here. The results of our survey determined:

- That the direct employment impacts on suppliers estimated in the EIS at 7,953 was understated by over 27%. The real job loss is therefore 9,043. It follows that the loss of indirect and derived jobs is also much higher than projected in the EIS.
- 30.2% of the suppliers work force are minorities, with layoffs principally occurring in the technical jobs field (52.3%) for which reemployment opportunities are severely limited within the Bay Area:

% of Job Loss by Occupation

Professional	25.5%
Clerical	22.2%
Technical	52.3%

- Many of the suppliers reported that they will need government assistance to secure loans and grants, including technical and worker job-training assistance in order to survive and make the necessary adjustments to non-defense business activities.
- Many of the suppliers are small and minority-owned businesses who reported the loss of federal procurement contacts will likely result in business failure.

IMPACT ON LOCAL GOVERNMENT

The fiscal burden on local government will undermine the solvency of the County and its principal cities, Oakland and Alameda.

While the Navy's EIS estimated impact on the community, they completely failed to undertake adequate examination of the fiscal impacts on local government.

For example:

- An independent study released in June, 1990 by Pryor, Govan and Counts, a recognized investment banking firm, determined that Alameda County would incur a cost increase of $140 million per year in added health, social services and economic benefits' costs associated with the displacement of personnel employed at these facilities. These costs would become structural without massive federal mitigation accompanying any plans for closing these facilities. It is our understanding that no such mitigation is provided anywhere in the Navy of DOD's current plans.

- Economic conversion of the three facilities is, under the best of circumstances, extremely unlikely due to toxic, access and seismic problems. Based upon the Navy's own preliminary estimates, the cost for toxic clean-up at NAS Alameda alone is in excess of $200 million. Independent analysis provided by EDAB suggests that this figure could double or triple once actual abatement is underway. Again, no provision is apparently made or planned for such necessary federal appropriations.

- Alameda County is among those California counties in extreme fiscal duress. During FY 1990-91, the County had a $44 million deficit, requiring substantive cuts in health, social and public protection services. It faces an even larger deficit this year in the wake of the state's projected $10 million budget deficit.

- Based upon the Navy's EIS, the Alameda Unified School District will lose 30% of its annual revenue. This would result in closing at least five schools in that community of 75,000 residents. Oakland schools estimate a loss of over $4 million in classroom-related funding.

STRATEGIC DEFENSE AND COST IMPLICATIONS

The fact that Alameda County's Naval installations continue to be considered for closure is the result of recommendations made in haste, without the benefit of any substantial review of the pertinent facts. The work done at each of the three bases is critical to the national defense, and the closing of these facilities would require the same work to be done somewhere else at the risk of higher cost and with the tremendous costs of transferring technology and personnel. We believe closure is inconsistent with the criteria set forth under the congressionally approved process for base closings and realignment. The following facts speak for themselves.

- NAS Alameda is the West Coast port capable of homeporting three carriers (CVNs).
- Together, NAS and NADEP Alameda form one of the largest and most comprehensive industrial complexes dedicated to Naval aviation.
- Alameda ships and programs would be transferred not reduced or eliminated.
- NAS has one the finest deep-water ports, which allows rapid ingress and egress to sea.
- A modern Naval complex with more than 60 years of sunk costs.
- During the last few years, over $70 million has been invested in NADEP facility improvements — state-of-the-art environmental facilities.
- A large pool of Naval personnel covering all of Northern California.
- A $100 million communication facility installed in 1990.
- A Naval infrastructure that can accommodate significant fleet presence, and contingency, mobilization and future forced requirements.
- Significant (and in some cases unique) Naval training facilities in place.
- Aircraft carrier (CVN) dry lock at Hunter's Point is a national treasure, being one of the only two existing on the West Coast.
- Relocating Bay Area commands would cost up to $2 billion.
- Closure would leave one airfield on the West Coast contiguous to a deep-water port.
- Closure of NADEP Alameda would leave four depots on the East Coast with only one at San Diego for pacific region support.

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NEWS RELEASE

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IMMEDIATE RELEASE March 12, 1993

Aspin Forwards Recommendations to Base Closure Commission

Secretary of Defense Les Aspin today recommended that 31 major military installations be closed and that 12 others be realigned to support a smaller and less costly force structure. In addition, the Secretary announced recommendations for closure, realignment and disestablishment of 122 other smaller bases and activities. As required by law, the recommendations for actions on these domestic bases and activities are being forwarded today to the Base Closure and Realignment Commission.

Aspin said base closures have not kept pace with overall reductions in defense. The Defense budget will decline by more than 40 percent in real terms from 1985 to 1997, and military personnel in the United States will be reduced by about 30 percent. Base closures agreed to in 1988 and 1991 will reduce the domestic base structure by nine percent. The Department must further reduce the domestic and overseas base structures to align them with the force and budget reductions, thereby preserving military effectiveness and the capability to respond to crises.

Closing bases saves taxpayer dollars. This round of base closures and realignments will save about $3.1 billion per year starting in the year 2000. The 1993 program, coupled with the previously approved 1988 and 1991 closures, will result in savings of $5.6 billion annually.

"Failure to close bases in line with reductions in budgets and personnel constitutes a double hit: resources are drained into bases we don't need, and therefore are not available to buy the things we do need," Aspin said.

During the six-year implementation period, these actions will reduce DoD employment by 24,000 military and 57,000 civilians nationwide.

(more)

"These base closures are necessary, but they will hurt local economies. The Administration recognizes its responsibilities for parallel efforts to stimulate economic growth in the affected communities," Aspin said. These efforts will build on the three ways DoD can help support economic growth: investing in people, investing in industry and investing in communities. The President announced yesterday the details of how the Department will use funds previously authorized and appropriated by Congress for reinvestment.

Secretary Aspin directed that the consolidation of the Defense Finance and Accounting Service (DFAS) continue at the five existing large centers for the time being. Secretary Aspin rejected the plan for consolidating the DFAS workforce based on a site selection process known as the "opportunity for economic growth." The "opportunity for economic growth" policy offered DoD jobs only to those communities willing to make the highest bids in return for those jobs. In effect, the "opportunity for economic growth" policy proposed transferring from the federal government to local taxpayers the burden of financing facilities used by the DoD.

The DFAS centers are currently located in Cleveland, Columbus, Indianapolis, Denver and Kansas City. The Secretary will review options for the permanent consolidation of DFAS and make a final decision in the next months.

The Department is reducing its military forces and bases overseas much more than it is in the U.S. and under a different process. DoD has announced it will end or reduce its operations overseas at sites accounting for 28 percent of replacement value. The plan is to reduce the overseas base structure by 35-40 percent while drawing personnel stationed overseas to about 200,000, or a reduction of 56 percent from 1985 levels.

The following pages contain lists of major closures; major realignments; smaller base or activity closures, realignments, disestablishments, or relocations; and changes to previously approved 1988 and 1991 Base Closure and Realignment Commission recommendations. A chart of impacts by state is also attached.

-END-

News Clips

Date: 1/16/95
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Examiner ___
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CONGRESS shall make no law respecting an establishment of religion, or prohibiting the free exercise thereof; or abridging the freedom of speech, or of the press, or the right of the people peaceably to assemble, and to petition the Government for a redress of grievances.

FIRST AMENDMENT TO THE CONSTITUTION OF THE UNITED STATES, RATIFIED DEC. 15, 1791

EDITORIALS

Keep the carriers at Alameda air station

ALAMEDA has gone public with its quest to get the federal government to reconsider its decision to homeport Alameda Naval Air Station's two aircraft carriers in San Diego and Washington.

An effort to keep the USS Abraham Lincoln and USS Carl Vinson in the East Bay has been talked about on and off for more than a year. The idea has merit and seems to make economic and strategic sense for the Navy.

Reconsideration would be a definite coup for the city, and deserves both local and regional support.

Such a campaign also has a better chance of success now than it did a few months ago. Recent political changes in Washington have created uncertainty over how a Republican-controlled Congress will translate its pro-defense leanings.

There is a quixotic side to this effort, however. The Navy, a federal base closure commission, Congress and President Clinton all decided in 1993 to close NAS and transfer Alameda's two nuclear-powered carriers to San Diego and Everett, Wash.

Since then, Bremerton, Wash., Everett's older, more-established military sibling on Puget Sound, has been added to the home-

NAS, the Alameda Naval Aviation Depot, is certain to close, and the 1995 commission is expected to approve the mother of all military cutbacks.

So seeking realignment of NAS, which was not seriously considered in 1993, to a smaller Alameda Naval Station makes sense.

Everett, San Diego problems

The economic and environmental problems associated with moving carriers to San Diego and Everett existed from the outset. Neither site may be ready to accommodate the Lincoln and Vinson in the next two years.

Just last week, the Navy announced that it is delaying the Vinson's final departure for Puget Sound from April to December of 1996 because the two bases in the area will be unable to handle three carriers. The Lincoln leaves for Bremerton late this year.

> With delays and other problems at Everett and San Diego, maybe Washington will listen this time.

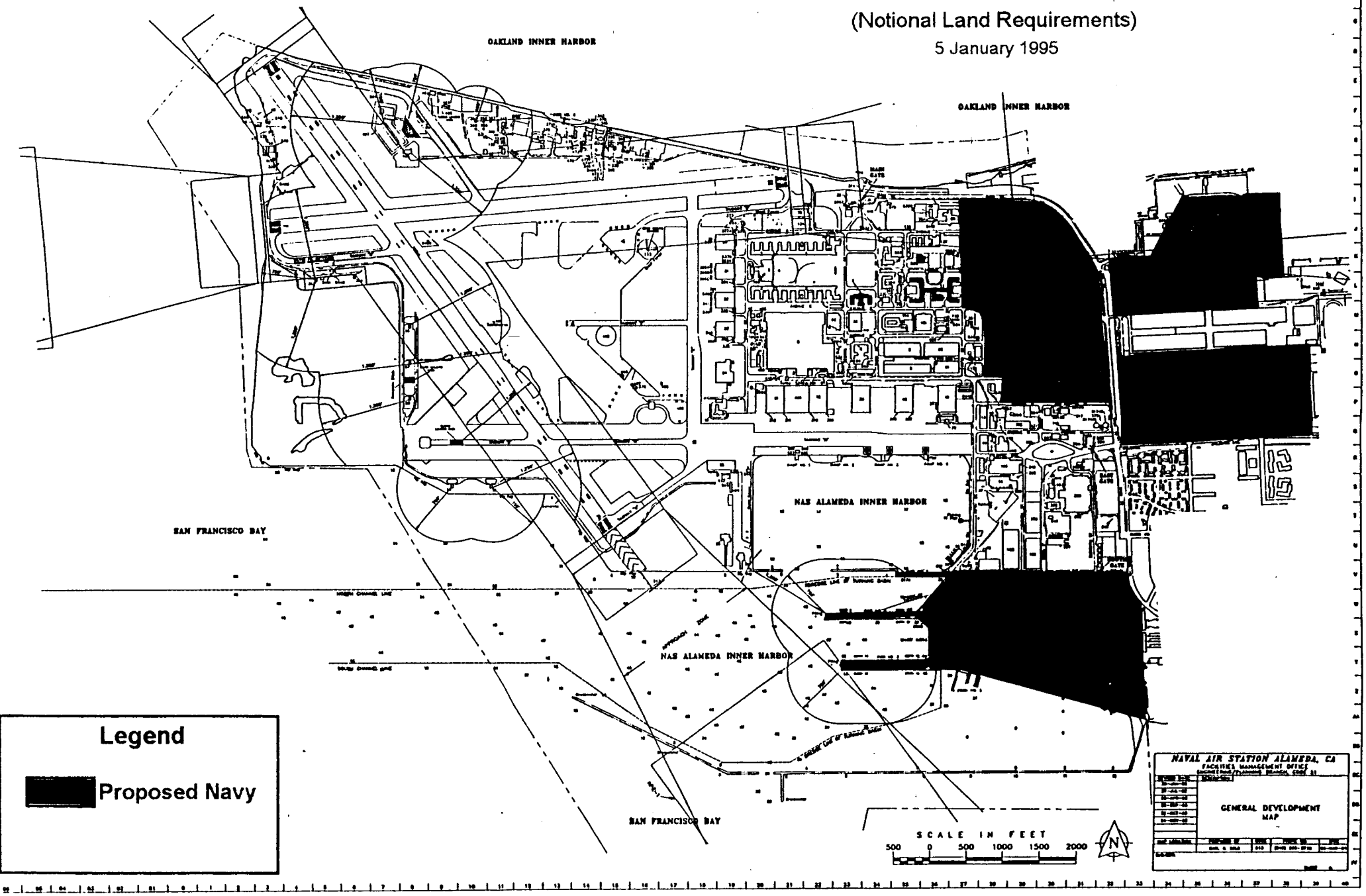
Alameda has the only permits and piers on the West Coast for nuclear-powered aircraft carriers. Losing such facilities makes neither strategic nor economic sense for the Navy without alternatives.

The local committee estimates that the Department of Defense could save $850 million or more if the carriers stay here. But there is nothing new about the arguments

NAVAL STATION ALAMEDA

(Notional Land Requirements)

5 January 1995



THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

Please refer to this number when responding 950421-15R1

ALAN J. DIXON, CHAIRMAN

COMMISSIONERS:
AL CORNELLA
REBECCA COX
GEN J. B. DAVIS, USAF (RET)
S. LEE KLING
RADM BENJAMIN F. MONTOYA, USN (RET)
MG JOSUE ROBLES, JR., USA (RET)
WENDI LOUISE STEELE

April 27, 1995

Mr. Mark R. Chandler
Chairman
Alameda Navy Tactical Retention Committee
1033 Regent Street; Suite #C
Alameda, Califronia 94501

Dear Mr. Chandler:

Thank you for your letter requesting a visit to Alameda Naval Base by Commissioners of the Defense Base Closure and Realignment Commission. I certainly understand your interest in the base closure and realignment process and welcome your comments.

The Base Closure and Realignment Act provides that any additions to the list of bases recommended for closure or realignment by the Secretary of Defense must be published in the Federal Register by May 17. This would include any decisions to reconsider a previous Commission's actions if such action had not been recommended by the Secretary. In order to have a base added to this list, a Commissioner must offer a motion to add an installation for consideration A majority of the Commissioners must support such a motion for the base to be added for consideration.

Of course, at any time during the process you and the Alameda community are welcome to meet with Commissioners or Commission staff to present additional information on your proposal for the Alameda Naval Base. All information presented to the Commission receives the same careful review and analysis.

I look forward to working with you during this difficult and challenging process. Please do not hesitate to contact me whenever you feel I may be of service.

Sincerely,

Alan J. Dixon
Chairman

AJD:js

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

950518-2R1

ALAN J. DIXON, CHAIRMAN

COMMISSIONERS:
AL CORNELLA
REBECCA COX
GEN J. B. DAVIS, USAF (RET)
S. LEE KLING
RADM BENJAMIN F. MONTOYA, USN (RET)
MG JOSUE ROBLES, JR., USA (RET)
WENDI LOUISE STEELE

May 19, 1995

Mr. Mark Raymond Chandler
Chairman, Alameda Navy Tactical
Retention Committee
1033 Regent Street, Suite #C
Alameda, California 94501

Dear Mr. Chandler:

Thank you for your letter requesting that the Commission visit the Alameda Navy Base during the week of May 23, 1995. I certainly understand your interest in the base closure and realignment process and welcome your comments.

As you can appreciate, Commissioners have a large number of bases to visit in a short period of time. The Commission is currently scheduled to visit eight military facilities in addition to conducting a regional hearing in San Francisco, CA during the week of your request. Unfortunately, the Commission will not be able to accommodate your request. However, you may be certain that the information you provided to the Commission will be taken into consideration as we continue our review and analysis process.

I appreciate your continued interest in this process. Please do not hesitate to contact me whenever you believe I may be of service.

Sincerely,

Alan J. Dixon
Chairman

RGC:cw

DEPARTMENT OF THE NAVY
COMMANDER IN CHIEF
UNITED STATES PACIFIC FLEET
250 MAKALAPA DRIVE
PEARL HARBOR, HAWAII 96860-7000

IN REPLY REFER TO:

11000
Ser N46121/2670
31 MAR 1995

Mr. Mark R. Chandler
Alameda Navy Retention Tactical Committee
1033 Regent Street
Alameda, CA 94501

Dear Mr. Chandler,

Thank you for your letter of February 5, 1995, to the Commander in Chief, United States Pacific Fleet. I am responding for Admiral Zlatoper.

As I'm sure you are aware, the Defense Base Closure and Realignment Commission is considering Department of Defense recommendations to reduce base infrastructure to match reduced operational forces. The continued operations of surplus facilities jeopardizes readiness, training, and ultimately, national security. The impact on the civilian community at closing bases is appreciated and the Navy will do what it can to assist communities in making a smooth transition.

What you seek is a change of the BRAC 93 Commission's recommendations. Department of Defense policy specifically excludes reassessment of previous closure decisions in the BRAC 95 process. The Defense Base Closure and Realignment Commission will hold public hearings on BRAC 95 recommendations. A regional hearing is scheduled for April 28-29 in San Francisco. You may contact the Commission at 1700 North Moore Street, Suite 1425, Arlington, VA 22209 or at (703) 695-0504 for further details.

Sincerely,

M P Donnelly

M. P. DONNELLY
Deputy Chief of Staff for
Shore Installation Management
Acting

THE DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
1700 NORTH MOORE STREET SUITE 1425
ARLINGTON, VA 22209
703-696-0504

Please refer to this number when responding 950517-2e1

ALAN J. DIXON, CHAIRMAN

COMMISSIONERS:
AL CORNELLA
REBECCA COX
GEN J. B. DAVIS, USAF (RET)
S. LEE KLING
RADM BENJAMIN F. MONTOYA, USN (RET)
MG JOSUE ROBLES, JR., USA (RET)
WENDI LOUISE STEELE

May 18, 1995

Mr. Mark Raymond Chandler
Chairman, Alameda Navy Retention
Tactical Committee
1033 Regent Street, Suite #C
Alameda, California 94501

Dear Mr. Chandler:

Thank you for your letter concerning the Alameda Navy Base. I certainly understand your interest in the base closure and realignment process and welcome your comments.

You may be certain that the information you provided to the Commission will be taken into consideration as we continue our review and analysis process.

I appreciate your continued interest in this process. Please do not hesitate to contact me whenever you believe I may be of service.

Sincerely,

Rebecca Cox

Rebecca G. Cox
Commissioner

RGC:cw

Alameda Navy Tactical Retention Committee
1033 Regent Street, Suite #C
Alameda, California, 94501
510-521-8302/263-8048, FAX 510-521-8032

The Honorable Alan Dixon
Chairman
Defense Base Closure and Realignment Commission
1700 North Moore Street
Suite 1425
Arlington, Virginia 22209

May 18, 1995 Reference 950421-15R1

Dear Mr. Chairman,

I would like to thank you for your response to my committee's invitation to visit the Alameda Navy Base. I am sorry you were not able to fit the visit into your schedule. I am sure that the compressed BRAC Hearing time frame prevented you from accepting our invitation at that time.

I appreciated your comments on the functional elements of the closure process. To be sure, my committee and our mayor have wrestled with any number of scenarios in an effort to elevate our Carrier Proposal to the proper level, and in the most conducive forum. Driven by the importance of balancing the national budget, any number of legislators and community leaders have been convinced that constructing a mirror image of the Alameda carrier piers in the Northwest, (Everett, Bremerton) or San Diego, is both without budgetary merit and counter-productive if the Navy is sincere in their concern for the defense budget. The White Paper, carrier analysis, developed by the Alameda County Commission in 1993 as a response to the closure of the Navy base, is still a legitimate description of the pros and cons of the carrier issue. This analysis has the full support of Senator Feinstein and RADM Robert Toney, as well as the Bay Area communities.

But my committee feels caught in the middle. The Navy tells us that they want to retain the piers but feel that the legislators must "make it happen." My conversations with both Senators Feinstein and Boxer as well as a number of Congressional staff have elicited just the opposite. Consequently, we are seeking a vehicle to move our proposal forward.

Since your staff will be in the Bay Area on the week of the 23rd of May, I would once again invite you and your staff to tour the Alameda Naval Facility. Once you have reviewed our excellent quality of life atmosphere, you must be convinced that our commanding officer, Captain Dodge's "Quality of Life" article that appeared in the local newspapers is an earnest plea for someone to have the courage to right a wrong that occurred in 1993.

In your letter to me, you were kind enough to offer my committee your assistance should we ask for it. I am asking, at this time, if you will give our request your consideration. Certainly, you will not be disappointed.

Please contact our mayor, Mr. Ralph Appezzato (whom you met at the mayor's conference in January), to allow us to prepare an itinerary for you and your staff. His office number is 510-748-4545, and home is 510-865-0311. If there is any other material or information that will assist you in your decision making process, please do not hesitate to contact me.

Thank you again for your kind response.

VERY TRULY YOURS,

Mark Raymond Chandler
Chairman

Alameda Navy Tactical Retention Committee
1033 Regent Street, Suite #C
Alameda, California, 94501
510-521-8302/263-8048, FAX 510-521-8032

Ms. Rebecca Cox
Commissioner
Defense Base Closure and Realignment Commission
1700 North Moore Street Suite 1425
Arlington, Virginia, 22209

May 18, 1995 Reference 950421-15R1

Dear Ms. Cox,

On behalf of my committee, may I extend my appreciation for your hardworking efforts on our behalf in the BRAC Hearings in 1993. Although the facility is earmarked for closure, my committee has elicited some interesting feedback from the Navy, in particular, CNO Admiral Boorda. Admiral Zlataper, CINPACFLT, has also registered his concern for the Alameda piers. Not surprisingly, financing seems to be the hurdle everyone wants to avoid.

Not to be outdone, my committee, with the dedicated guidance of Mayor Appezzato, is providing a ready answer to the Navy's problems. Our proposal is a one in a million chance for the community and the Navy to remain partners.

Attached is a letter I wrote to Alan Dixon, inviting him to tour the facility next week. However, I have just been informed through the information services of your BRAC staff that Mr. Dixon will not be a part of the next group in San Francisco. I am aware, however, that you will be among the commissioners at Treasure Island. I will extend the same invitation to you before you arrived in San Francisco three weeks ago. We would be grateful if you would accept our request. Please contact mayor Appezzato or myself to help arrange an itinerary. My committee would be delighted to meet you and give you a tour of our facility.

Best regards. 510-263-8048/521-8302: 510-748-4545/865-0311.

VERY TRULY YOURS,

Mark Raymond Chandler
Chairman-ANTRC

Alameda Navy Tactical Retention Committee
1033 Regent Street, Suite #C
Alameda, California, 94501
510-521-8302/263-8048, FAX 510-521-8032

Admiral Jeremy Michael Boorda
Chief of Naval Operations Department of the Navy
The Pentagon Room 4E674
Washington, DC 20350-1000
FAX 703-697-6290

22 May 1995

Dear Admiral Boorda,

Three weeks ago, my committee mailed a copy of the City of Alameda's Carrier Homeport Proposal to your office; an extensive analysis of the pros and cons of retaining the Alameda piers. I sincerely hope you received the proposal and are considering its value.

We are actively working with the BRAC staff to make some effort to elevate and explain our proposal in the proper forum. I received a positive response from CINPACTFLT, Admiral Zlatoper, with a recommendation that we deal directly with Chairman Alan Dixon and his staff. I appreciated Admiral Zlatoper's direction and response.

We will make an attempt to address the FISK, Naval Supply Depot's proposed closure and couple this issue with the carrier homeporting proposal. If you did not receive the last mailing, please let us know. I will be happy to furnish you another copy.

VERY TRULY YOURS,

Mark Raymond Chandler
Chairman-ANTRC

DIANNE FEINSTEIN
CALIFORNIA

United States Senate

WASHINGTON, DC 20510-0504

February 16, 1995

The Honorable William J. Perry
Secretary of Defense
The Pentagon
Washington, D.C. 20301

Dear Mr. Secretary:

I am writing in strong support of a proposal -- sponsored by the City of Alameda -- to keep two aircraft carriers homeported at Naval Air Station (NAS) Alameda. I urge your support of this proposal as you continue to prepare your Base Realignment and Closure (BRAC) recommendations.

As you know, I was very disappointed when the Navy recommended the closure of NAS Alameda and its support facilities in the San Francisco Bay Area during BRAC 93. I was even more distraught when the Defense Base Closure and Realignment Commission narrowly approved (mistakenly, I believe) the Navy's recommendation to close NAS Alameda by a 4 to 3 vote.

By voting to close NAS Alameda, the Commission decided to keep open an unfinished naval station in Everett, Washington, that is only 60 percent complete and will require $190 million in additional military construction. In addition, the Commission deviated from statutory criteria which gives priority to an installations's military value; the military value of NAS Alameda is 58.2, the highest of any West Coast naval station.

NAS Alameda also has many significant advantages over the Everett facility, including:

* an adjacent airfield and aviation maintenance depot where aircraft can be off-loaded directly onto the adjoining airfield and easily transported to the aviation maintenance depot for repair;

* its vicinity to naval fleet concentrations and training areas near San Diego;

* full nuclear certification and licensing, allowing NAS Alameda to berth three nuclear aircraft carriers and 19 cruiser equivalent ships;

* proximity to open ocean, which allows a ship based at NAS Alameda to steam to open ocean in less than one hour; and

* the highest percentage of military housing nationwide -- over 7,300 units of housing for both enlisted and commissioned personnel.

With regard to costs, I am not convinced that the Navy's estimates for NAS Alameda's closure are accurate. Though the Navy's original estimate for the one-time closure cost of NAS Alameda was only $194 million, a Navy report estimates that the cost is actually three times more. The Regional Coordination Plan, conducted by the Commander of Naval Base San Francisco, estimates that the cost to close NAS Alameda is $591 million. In addition, in a recent letter, Admiral Boorda, the Chief of Naval Operations, puts the cost of closing NAS Alameda and moving the carries to San Diego and Washington State in excess of $1 billion!

The City of Alameda proposes to keep two aircraft carriers homeported at NAS Alameda while closing most of the other Navy facilities in the area that are already slated for closure. This would result in a 75 percent reduction in the Navy's infrastructure in the San Francisco Bay Area, yet preserve NAS Alameda as a carrier homeport. As a result, unique military capabilities will be preserved, while achieving substantial cost savings. I have attached the City of Alameda's detailed proposal for your further review.

The proposal has the added benefit of alleviating some of the economic impact that will result from military base closures in California and the San Francisco Bay Area. As you know, California has been hit hard as a result of base closures and defense downsizing. By the end of the decade, California will lose more than 200,000 jobs and $7 billion in annual economic activity from base closures alone; NAS Alameda's closure accounts for the loss of more than 31,000 jobs. The continued presence of aircraft carriers at NAS Alameda would be a welcomed benefit.

I urge your full support of the City of Alameda's proposal and ask that you carefully reexamine the closure of NAS Alameda. Thank you for your attention to this important and time sensitive matter.

Sincerely yours,

Dianne Feinstein
United States Senator

DF:ram
Enclosure

State of California

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO 95814

TE WILSON
GOVERNOR

LEE GRISSOM
DIRECTOR

February 9, 1995

FEB 14 1995

CITY OF ALAMEDA
MAYOR'S OFFICE

The Honorable Ralph J. Appezzato
Mayor
City of Alameda
Office of the Mayor
City Hall, Room 301
2263 Santa Clara Avenue
Alameda, California 94501-4456

Dear Mayor Appezzato:

As Governor Pete Wilson's designee for matters relating to military base closure, reuse and retention, I have been asked to reply to your letter regarding the impending homeport change of the aircraft carriers based at Naval Air Station Alameda.

You have cited some excellent reasons for retaining the NAS Alameda homeport. They are essentially the arguments the Governor made before the 1993 Base Closure Commission. The economic, environmental, and strategic problems that the Navy is now encountering with its plans to transfer the ships to Washington were predicted two years ago. Unfortunately, I believe it will be very difficult to reverse this decision during the 1995 BRAC deliberations.

The Governor recently appointed Judy Ann Miller as Director of his Military Base Retention Office. Ms. Miller will work alongside the Governor's Military Advisory Council to prepare a statewide strategy for fighting the 1995 BRAC round for California. I will ask her to contact you directly to discuss the best way to coordinate strategies regarding the Naval Air Station Alameda. She is currently on a trip to Washington D.C. but ordinarily she can be reached at (916) 323-5015.

xc: Council
City Manager

California's military bases are of considerable importance to the state economy as well as our nation's security. Thank you for taking the time to write. I appreciate hearing from you and wish you well in your effort.

Sincerely,

LEE GRISSOM

BARBARA BOXER
CALIFORNIA

COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS

COMMITTEE ON BANKING, HOUSING, AND URBAN AFFAIRS

COMMITTEE ON THE BUDGET

ECONOMIC COMMITTEE

DEPUTY WHIP

United States Senate

HART SENATE OFFICE BUILDING
SUITE 112
WASHINGTON, DC 20510-0505
(202) 224-3553

1700 MONTGOMERY STREET
SUITE 240
SAN FRANCISCO, CA 94111
(415) 403-0100

2250 EAST IMPERIAL HIGHWAY
SUITE 545
EL SEGUNDO, CA 90245
(310) 414-5150

520 B STREET
SUITE 550
SAN DIEGO, CA 92101
(619) 239-3884

2300 TULARE STREET
SUITE 130
FRESNO, CA 93721
(209) 497-5109

January 24, 1995

The Honorable John Dalton
Secretary
Department of the Navy
Washington, DC 20310

Dear Mr. Secretary:

I am writing to urge you to consider retaining the two aircraft carriers (CV/CVN) currently homeported at Alameda Naval Air Station (NAS). I understand this proposal was presented to you by the Alameda Navy Retention Tactical Committee.

I wish to emphasize that this proposal does not require the reversal of the 1993 Base Realignment and Closure (BRAC) Commission's decision to the close Alameda NAS. Instead, it proposes creating a new Alameda Naval Station (NS) where the two aircraft carriers would be permanently homeported.

When the decision was made to move the carriers homeported at Alameda NAS, the primary justification offered was cost savings to the Navy. I believe that newer, more accurate cost estimates show clearly that the promised savings will not materialize. Specifically, I believe that the costs associated with construction at the new homeports, closing Alameda NAS, and sailing the carriers from their new homeports to the required training areas would greatly outweigh any annual reduction in operational support costs.

As the Department prepares its recommendations for the 1995 BRAC round, I urge you to request data calls confirming or disputing the cost savings associated with the establishment of an Alameda Naval Station.

I appreciate your consideration.

Sincerely,

Barbara Boxer

Barbara Boxer
United States Senator

Alameda Navy Tactical Retention Committee
1033 Regent Street, Suite #C
Alameda, CA, 94501
Phone: (510) 521-8302/263-8048
FAX: 510-521-8302/263-8939

Homeporting of the Navy's Nuclear carriers remains a critical challenge for the Navy in light of the tug of war over the size of our fleet; should we maintain a 15 carrier Navy or cut down to 12? But because of mandated budget cuts and the ongoing downsizing of our bases and closure of our Navy yards, strategic positioning of the Navy carriers on the West Coast has forged some unique challenges for the Pentagon and pushed political one-upmanship to the forefront.

In 1993 the Navy developed a plan to implement an "Area Closure" of most of the Naval activities in the Bay Area to minimize the Navy's footprint in the Bay Area. The Navy's rationale was based on an area closure that presented the greatest opportunity for savings given that the infrastructure required to support the six large Bay Area installations was too expensive to maintain. In the BRAC hearings in 1993, the local community presented testimony to prove that there were compelling quality of life, economic and strategic reasons to retain Naval Base Alameda as a carrier home port. Their facts and figures as well as their dedicated efforts fell on deaf ears.

Certainly, the reduction of costly, excess military capacity must be taken into account. But duplicating facilities like the Alameda Navy base elsewhere, at great public expense, should be avoided. To put this whole issue of carrier support in perspective, the city of Alameda has presented its carrier homeporting proposal with the unanimous support of its city council as well as outspoken approval of our California senators and Congressman. The establishment of a "Navy Base" in place of an air station is made possible by decreasing the Navy's "footprint" at Alameda while maintaining facilities for as many as three aircraft carriers and eliminating the need to spend more than $127 million to duplicate identical facilities at Bremerton, Washington.

This reduced footprint concept dedicates the South end of the existing air station to support of the carriers while eliminating the need for an airfield and associated infrastructure. This arrangement allows for the continued conversion of the remaining 75% of the land. It is proposed that a

joint Alameda/Navy/BRAC Commission staff team be established to explore the feasibility of this concept.

The Alameda Navy tactical Retention Committee, an ad hoc committee formed at the local community level, has developed a comprehensive proposal which has been presented to the Navy, reinforcing the knowledge that the Alameda Naval Station still remains the most fiscally practical and strategically logical facility to homeport the Navy's carriers.

It is hard to imagine living in a community that can offer more cultural, social and educational benefits to our men and women than those assigned to Alameda. Over 60% of assigned personnel are currently living in base housing. This exceeds CNO standards. The percentage will undoubtedly increase as tenant activities assigned to NAS Alameda are streamlined. There are over 350 modern new enlisted housing units, a recently renovated BOQ, and Navy lodge. There is a galley that has been a finalist for Navy awards for the last four years., a Navy exchange that has just completed a $1 million remodeling, a recently renovated fleet recreation center, and an RV park that was completed in 1993, a marina that was renovated in 1990, and a health clinic including a pediatric treatment center for dependent children. This is just a partial list of available facilities that would still be usable infrastructure. With the other Bay Area Naval activities closing, shared use could be accomplished with other existing federal activities such as Naval Weapons Station, Concord or contracts with commercial firms.

As much as 75% of the Air Station property will still be made available for reuse by the city of Alameda while having a dramatic impact on decreasing the operational support costs of the Naval Station. Future reuse plans are being developed and would be compatible with a continued Navy presence should the plan be adopted.

The reasons to consider the city of Alameda's initiative are numerous. Since the 1993 BRAC commission decision, developments have occurred that were not anticipated by either the Navy nor the BRAC Commissioners.

Factors such as the lack of timely construction of a carrier pier for homeporting carriers at San Diego, CA necessitating the Navy to develop an alternative berthing strategy for a CVN in an industrial area at Bremerton, Washington which by previous testimony by Mr. Charles Nemfakos to the BRAC Commission on the 17th of June 1993 was not an acceptable alternative due to the collocation of a major industrial complex with a large population of young sailors. This situation would only get worse under

current plans as the other Pacific fleet shipyards close or consolidate operations at Bremerton.

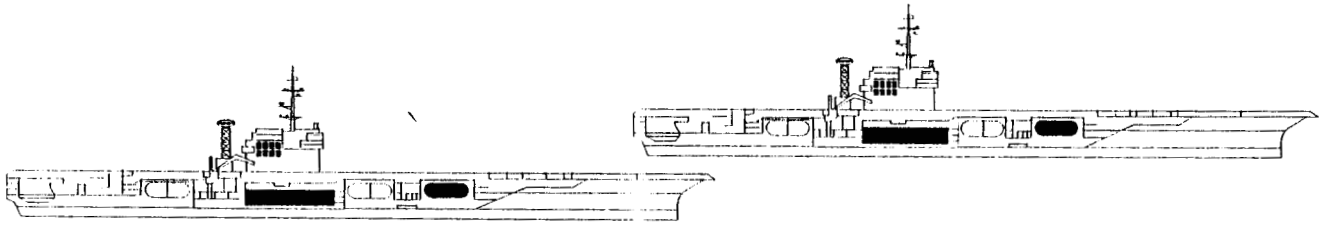
The Puget Sound area is now classified as a "high cost" area by the military, decreasing the projected operational cost savings between Alameda and bases in the Pacific Northwest. Additional costs of $14 million annually will accrue from having to sail the aircraft carriers further to their required training areas in Southern California, difficulties in dredging required access channels to 52 feet for Everett and Bremerton, the lack of Navy housing in the Puget Sound area with a scarcity of rental units among the more significant reasons. Further, it has been estimated that the one-time, avoidable costs of NAS Alameda closure is $390 million which includes the cost of moving homeports for two CVN's.

In summary, while San Diego Navy base and Longbeach Naval Shipyard verbally duke it out over how many millions of dollars it will cost to homeport the carriers in either of the two cities, along with San Diego's creative agenda to "hide" existing toxic waste in some "nether-world" under sea football field, our taxpayers stand to save one-time costs of at least $517 million if both the politicians and the Alameda community get their act together. Our military men and women will enjoy the high *Quality of Life* that the Bay Area offers in modernized facilities that are already in .place. And the Navy will breathe easier knowing that they will spend more time at sea, accomplishing its mission that they will fighting constant budget battles in Washington.

Mark Raymond Chandler
Chairman
Alameda Navy Tactical Retention Committee
510-521-8302

PROPOSAL
FOR A
NAVAL STATION
ALAMEDA

A Model Installation Initiative



BACKGROUND

- The 1993 BRAC Commission voted (4 to 3) to close NAS Alameda, reassign tenant activities elsewhere, and homeport NAS Alameda aircraft carriers at Everett, WA., and San Diego, CA.
- Most other Bay Area Navy activities were closed as well.

THE OPENING OF EVERETT WAS JUSTIFIED AS A CARRIER HOMEPORT DURING THE ERA OF A 600 SHIP NAVY

BRAC DECISION ISSUE

BRAC GOAL

Close, Consolidate, Realign military installations and activities to become more efficient and save $$$$$

An NAS Alameda ***realignment action*** was never considered by either the Navy or BRAC Commission. An entire area closure was the *only* option ever pursued.

It is realistic to significantly reduce the Navy footprint at Alameda by as much as 75%, and homeport three aircraft carriers, thereby avoiding enormous facilitization costs at other sites yet to be developed . *Naval Station Mayport, FL is an existing example of how to do this.*

BRAC DECISION ISSUES
(CONTINUED)

- There is a compelling case for the new BRAC 95 Commission to reevaluate the previous decision. *New data calls, with a new scenario (realignment) are a prudent action*

- *A payback period greater than 25 years already exists with an Alameda closure using the Everett plan*

PRESENT SITUATION: Tenant Activities

- NADEP Alameda is largest tenant & will cease operations by Sept. 96.
- *Gaining CVN homeports all require significant facilities construction efforts, which are behind schedule, over budget (or worse yet not currently budgeted for), or just not feasible to complete*

Puget Sound area CVN homeport cost estimates continue to escalate, while increased readiness costs were never considered by the BRAC Commission

PROPOSED CVN HOMEPORTS

- Homeports designated by the Navy to the BRAC Commission:
  - Everett, Washington
  - San Diego, California
- Homeports designated by the Navy ***following*** Presidential approval of above basing plan:
  - Everett, WA
  - San Diego, CA
  - ***Bremerton, WA***

ALAMEDA IS THE ONLY AIRCRAFT CARRIER HOMEPORT ON THE WEST COAST WITH A NUCLEAR SITE PERMIT

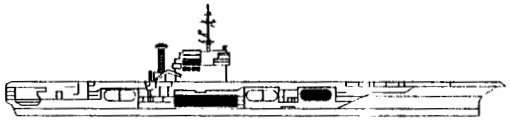
WEST COAST CVN HOMEPORTING OPTIONS

- If Alameda is closed, the *only* combination of homeports with sufficient berthing capacity is Bremerton, Everett, and San Diego.

IF ONE OF THE ABOVE BASES IS NOT USABLE AS A CVN HOMEPORT, THEN ALAMEDA MUST BE INCLUDED IN ANY NUCLEAR POWERED CARRIER BASING SCENARIO

CVN HOMEPORT REQUIREMENTS

- Adequate pier space
- Adequate channel depth (52')
- Ability to shutdown reactors (shore utilities issue)
- Replenishment & ship repair support
- Security



- Housing for 3,500
- Medical facility
- Chapel, Theatre, Bowling Alley, Crafts Shops, Commissary, etc.
- Area quality of life, social diversity with local community

PRESENT SITUATION: San Diego Homeport

- Environmental Impact Study pending release
- **Infrastructure improvements required:**
  Pier construction **Dredging**
  Housing
- Tidal flushing action concern
- Constricted ship channel
- Strong potential for an environmental lawsuit to be filed to halt CVN berthing

These improvements are needed by the Navy, but are a decade away from completion

PRESENT SITUATION
Everett Homeport

- Dredging incomplete
- Lacks a breakwater
- Infrastructure incomplete (many facilities will be constructed at a "satellite" facility>15 miles away)
- No Navy housing available
- High cost to subsidize personnel (5% of area housing are rentals, mostly to Boeing employees)
- Lack of diversified community
- 12 hour transit time to open ocean
- 2 day transit to operating/training areas

READINESS, OPERATIONAL COSTS & MORALE ARE ISSUES

Everett Homeport Costs
(Initial Operating Capability)

- Construction funds required

obligated	$231.6M	(1)
additional required	$260.3M	(1)
new training devices	$ 12.3M	(2)
Unobligated	$272.6M	(3)

NOTES: **(1)** 28 Sep 92 Navy Letter by Admiral S.F. Loftus.
Also states no FY 93 funding available
(2) Training devices required include Damage Control Wet Trainer, Roof-Top Trainer, Fire Fighting Trainers, Aviation Shipboard Fire Fighting Trainer.
(3) As of 28 Sep 92

PRESENT SITUATION
Bremerton Homeport

- Additional dredging is required for operational CVNs (52' issue, only one CVN possible with bedrock on one side of the pier)
- One CVN is proposed to dock in an industrial area
- Very limited community housing available (option: commute by ferry to Seattle)
- Existing quality of life facilities are not sized for homeporting an aircraft carrier (nor funded)
- Navy testimony to 1993 BCRC stated Bremerton was not an option for CVN homeporting due to unsuitability of the industrial complex

Pacific Northwest
CVN Increased Operating Costs

- Increased annual operating expenses occur from moving CVN homeports further away from Southern California training areas, and Navy schools

  2-CVNs @18 Days added "at-sea" time = $12.4M
  2-CVN crew training requirements = $ 1.7M

  Increased Annual Training Costs = 13.7M

These costs are a reality of carrier operations & were previously provided to the BRAC, but were not considered

Pacific Northwest Personnel Issues

- Morale impact from additional at sea requirements (18 days annually).
- Inclement weather for 8 months of the year (October - May). Most free time activities will cost sailors $ they don't have, in MWR facilities that don't exist.
- Puget Sound area has been designated as a "high cost area" by the military.
- Navy has requested **$343 million** to fund housing construction.

NAS ALAMEDA CLOSURE FUNDING

- Funding required to close NAS Alameda, including relocation of MAG-46 and HM-15, and personnel assigned two 2 aircraft carriers
    - Planning
    - Building Closure
    - Movement of Personnel
    - Movement of Equipment
    - Miscellaneous

Total: $ 390M

NAS ALAMEDA
CLOSURE IMPLEMENTATION COSTS

NAS Alameda Closure Costs	$390M
Everett Homeport Costs Remaining	$272.6M
Everett/Bremerton Area Housing	$343 M
Bremerton Homeport Costs Remaining (These costs are unknown, but are very significant)	$TBD
Total Homeport Costs Remaining	**$1 BILLION**

ALAMEDA CVN HOMEPORTING

- Maintain CVN Homeports at Naval Station Alameda as the least cost, best option available to the Navy
- Existing base infrastructure is satisfactory to support this mission (only 25% of NAS Alameda required for this function)
- CVN transit time to open ocean is one hour
- Alameda is the best West Coast strategic location
- San Francisco Bay Area is among the best for quality of life in the country

Alameda is the best CVN homeport the Navy has. *Period*.

Return On Investment (ROI)
Navy BRAC Commission Submittal

One time cost to change homeports & facilitize gaining sites	$1 BILLION
Annual cost savings of operating a carrier base in a Everett	$40 million (1)
RETURN ON INVESTMENT	**25 years**

NOTE: This calculation is flawed as the Navy now plans on basing carriers at *two bases* rather than one, so annual savings will be less. Further, if a "smaller" Alameda was modeled for operating costs comparison, the savings would be less yet. *Does not include Bremerton costs*.

(1) From 1993 Navy BRAC hearing testimony

Return On Investment (ROI)
Alameda Option

One time cost to change homeports & facilitize gaining sites	**$1 BILLION**
Annual Cost Savings of operating a carrier base at Everett, WA	$40 million
Reduced Alameda footprint	($20 million)
Additional Bremerton ROM costs	($5 million)
Increased Annual CVN Operating Costs	(13.7 million)
Net Annual Cost Savings	$1.3 million

RETURN ON INVESTMENT 769 YEARS

CVN Homeporting Summary

- The existing NAS Alameda infrastructure (with some minor modifications) can be reduced by 75% to support up to 3 carriers (similar to Mayport FL)
- Conversion/Reuse opportunities will be available on the balance of the land
- A compelling case *can* be made to the **BRAC 95 Commission** to reevaluate the previous NAS Alameda closure decision in terms of a ***realignment action***

PART 3

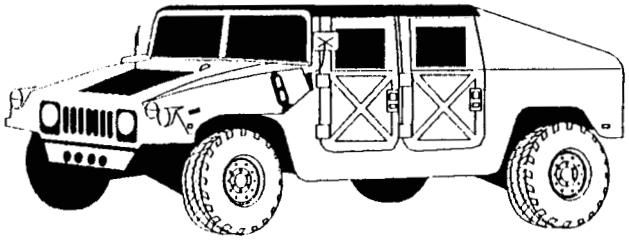
OTHER FEDERAL & PUBLIC OPPORTUNITIES

ADDITIONAL OPPORTUNITIES

- Maritime Prepositioning Maintenance (PREPO)
- FEMA
- Coast Guard
- Homeless Avoidance Program
- Defense Conversion
- Other Initiatives.....

MARITIME PREPOSITIONING MAINTENANCE PROGRAM

(PREPO)



PREPOSITIONING MAINTENANCE (PREPO)

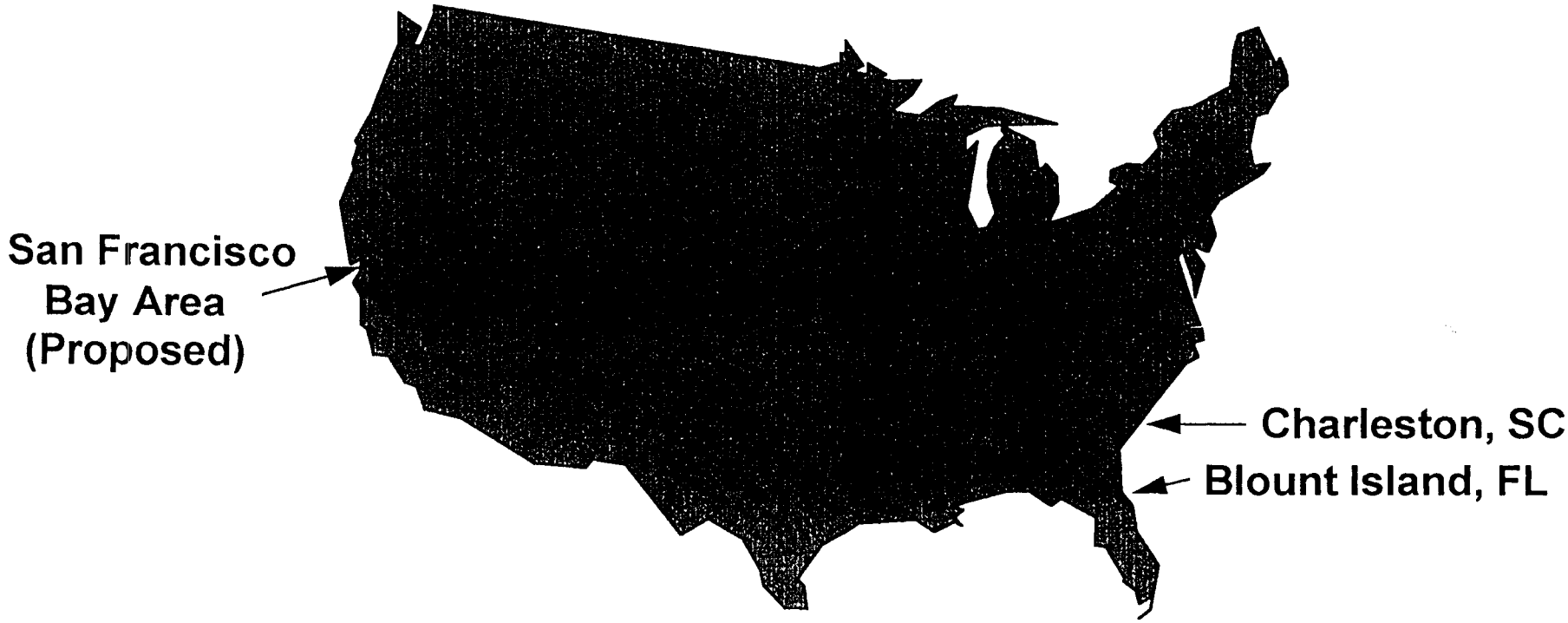
- Army/Marine Corps requirement to place aboard ships 30 days supply of ordnance, food, medical supplies, shelter & vehicles for military contingencies
- A warehousing/equipment maintenance location is required to support this 17 ship per year operation
- Potential employment for 2,100 people

PREPO

(continued)

- Current DOD posture is to dual site PREPO:
  - **NAVWPNSTA Charleston (Army)**
    - $53.5 million facilities investment required
  - **Blount Island, FL (Marines)**
    - $10 million annual lease cost
- A proposal was previously developed and provided to the Army (JCS J-4), that would locate PREPO in the Bay Area at a facilitization cost of $6.5 million.

PREPO LOCATIONS



CURRENTLY, PREPO IS LOCATED AT TWO EAST COAST LOCATIONS

PREPO WORLD ISSUES

- Atlantic vs. Pacific Regional Support
- Argument for locating PREPO maintenance site on both coasts is similar to dual coast carrier basing
    - Transit time to deploy
    - Vulnerability of choke points
    - 2,500 mile land bridge
    - Surge capability to support Reserves

PREPO SCENARIO

- PREPO ships return periodically for equipment maintenance/represervation, rotation of shelflife sensitive items, and ship maintenance requirements
- Explosive/equipment laden PREPO ships enter San Francisco Bay & transit to NWS Concord to off-load ammunition at the containerized ammunition facility
- Ships then proceed (6 hour duration) to Navy Base Alameda where vehicles, equipment & remaining cargo is unloaded
- While equipment/cargo is undergoing maintenance, PREPO ship is drydocked elsewhere for hull inspections, etc.
- Following ship maintenance, equipment/cargo is on-loaded at Alameda, followed by ammunition at Concord.

TOTAL IN-PORT EVOLUTION IS 45 DAYS

PREPO
(CONTINUED)

- No ammunition ever comes to Alameda
- Typical Cargo: Food, shelters, power generators, water distillation equipment, trucks, trailers, tanks, mobile hospitals, medical supplies, communication equipment.
- Employment: 1,100 federal/contract workers
  1,000 commercial jobs
- *High potential for innovative job training program*

PREPO HOMEPORT INITIATIVE

- PREPO food & equipment stocks are a potential source of emergency supply for civilian disaster relief
- It makes sense to ensure regional FEMA management is geographically close to the PREPO function to maximize the potential for providing essential relief during domestic emergencies
- An East Coast/West Coast location is required

PREPO HOMEPORT INITIATIVE (Contd.)

- Naval Station Alameda offers a Western Region location
- Transportation access for trucks, rail, boat, *and an airfield*
- *HM-15 and MAG-46 are* military units with heavy lift helicopters, perfect for assisting in disaster relief

Naval Base Alameda is the only Western Region location that can support the PREPO mission, plus enhance the FEMA function...

PREPO
ALAMEDA FACILITIES

- NAVWPNSTA Concord manage ordnance function
- Warehousing available
- Available maintenance facilities left by NADEP (cleaning, paint, hangars)
- Taxiway as equipment test track
- Available Pier Space
- Available rail & airfield access
- Available administration & logistics management facility (Bldg.. 8)
- C-5A capable airfield for emergency food & equipment movement

PREPO Employment

- Hire displaced NAS Federal workers
- ***Create a model employment "Career Transition Program"*** to train, temporarily house, and provide childcare for individuals that desire automotive maintenance, warehousing, or other available jobs

A PREPO PROGRAM AT ALAMEDA WILL PROVIDE THE JOBS, TRAINING & CHILDCARE FACILITIES, PLUS AVAILABLE TEMPORARY HOUSING TO MAKE THIS VISION A REALITY

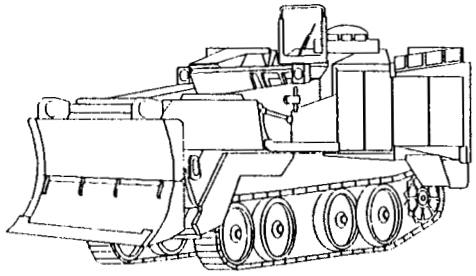
PREPO

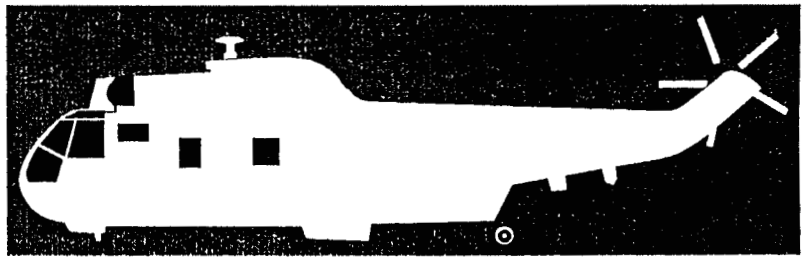
+

FEMA

=

MILITARY CONTINGENCY SUPPORT AUGMENTING CIVILIAN DISASTER RELIEF





FEMA

- FEMA (Region 9 Headquarters) is located at the Presidio S.F., and is geographically close to Alameda and the proposed PREPO function location
- In the event of disaster, FEMA should take advantage of medical supplies, food, shelters, generators, etc. for civilian disaster relief

COLLOCATION OF FEMA WITH PREPO FUNCTION
IS A MAKE SENSE REGIONAL DISASTER RELIEF ACTION

AIRFIELD OPERATIONS
(Naval Base Alameda)

- Airfield should remain intact as a joint use facility
- Potential Users: Coast Guard, FEMA, MAG-46, HM-15, other Federal Agencies, & reserve units
- Opportunity to enhance wetland habitat at airfield Western perimeter & Least Tern nesting areas (biologists & service organizations)

GUN FACILITY UTILIZATION

- NADEP Alameda currently repairs military guns in a special purpose, stand-alone facility
- $10 million cost of building and improvements
- Navy plans to close facility and move program elsewhere
- A proposal was submitted by NWS Concord & endorsed by City of Alameda to continue this program here
- There is no other known use for this unique building

GUN FACILITY UTILIZATION

- Benefits: Saves at least $1 million in program movement expenses
  - Obviate need to RIF/PCS personnel
  - No support equipment/facilitization costs incurred by a gaining depot
  - "Seamless" program transition
  - Makes continued use of a $10 million taxpayer investment in a special purpose building

A PREVIOUSLY SUBMITTED PROPOSAL BY NWS CONCORD, & ENDORSED BY THE CITY OF ALAMEDA SHOULD BE PURSUED

DEFENSE CONVERSION

- Potential to consolidate other East Bay military operations at Alameda (MSC,MTMC, etc.)
- Encourage civilian reutilization/ conversion of excess government facilities
- McClellan Air Force Base is a model
- Examples: Plating facility, excess buildings & aircraft hangars (college campus, BART car remanufacturing, Science City/ACET initiatives)

DEFENSE CONVERSION
GOALS

- Continue to provide opportunities for public/private conversion
- Allow for an orderly conversion process
- Ensure strong community economic base through diversification of conversion resources
- Meet community requirements
- Provide for *co-use concept* of facilities operation (gov't/private usage issue)

COMMUNITY BENEFITS

- JOBS, JOBS, JOBS
- Best use of scarce land resources
- Provides an opportunity for a "seamless" transition of land, utilities & facilities
- Strengthen the environmental clean-up process
- Lessen economic impact on community & region
- Local community involvement (Alameda Base Reuse Advisory Group to provide representative input for defense conversion initiatives)

RECOMMENDATIONS

- Aircraft Carriers (2) are homeported at Alameda
- PREPO/FEMA (Pacific & Western Region) functions are supported by Alameda
- Gun Facility is operated by Naval Weapons Station Concord
- Federal Agency Joint Use Agreements are encouraged (Airfield issue)
- A near term "National Model" jobs training & homeless avoidance program is created
- Wetlands habitats are enhanced
- Defense Conversion is facilitated

SUMMARY

- **<u>The Alameda Naval Base is a National priority</u>**:
  - It is fiscally responsible
  - It makes best use of scarce land resources & utilizes the best port on the West Coast
  - It provides jobs to the local community
  - It provides for disaster relief

THE NAVAL BASE ALAMEDA PROPOSAL ENSURES RESPONSIVE, EFFICIENT SUPPORT FOR PACIFIC REGION DEFENSE, A MODEL JOB TRAINING PROGRAM and RELIEF FROM NATURAL DISASTERS

AlamedaNavy
Retention Tactical Committee

25 January 1995

SUBJECT: COST ANALYSIS RELATED TO THE CLOSURE OF NAS ALAMEDA

BACKGROUND: The decision to close NAS Alameda and relocate tenant activities elsewhere was a result of a decision reached during the deliberations of the 1993 BRAC Commission. The impact of this decision was an "area closure" of Naval activities. Recently, a proposal was developed by the local community, which would enable the Navy to retain the aircraft carriers, piers, base housing, and necessary support facilities at a "Naval Station" Alameda, where approximately 25% of the existing NAS land would be utilized. With the balance remaining for reuse/conversion, a significant reduction in Base Operating Support Costs would be realized by the Navy. This "reduced footprint" option was never considered during the 1993 BRAC deliberations, but would result in substantial, immediate savings to the Government.

DISCUSSION: The cost impact of closing NAS Alameda is described in the Enclosure (1) "NAS Alameda closure implementation related costs" spreadsheet, where the total exceeds one billion dollars. This document is not meant to be an all inclusive accounting of closure related costs, rather it is a compilation of budget requirements related to actions that were available for review. This approach was necessitated due to the Navy's reluctance to share current budget execution documentation as well as planned Military Construction (MILCON) requirements for the Pacific Northwest.

This lack of acknowledgment to the costs is in fact documented on page 5, of the "Commander Naval Base San Francisco Regional Coordination Plan" (extract appears as Enclosure 2), where the Navy's BRAC cost estimate used to justify closure was understated by 2.75 Billion. Military Commanding Officers at closing and realigning activities are given strict deadlines on mission cessation timelines and budget allowances. Careers are literally on the line to meet these objectives. There is a very real probability that Operations & Maintenance, Navy (OM&N) and Defense Business Operations Funding (DBOF) account funding will be utilized to subsidize a portion of the base closure process to meet the Navy's reduced BRAC cost estimate.

Of further concern is the change in homeport assignments for the USS Carl Vinson that was to go to San Diego, but is now assigned to the Puget Sound Naval Shipyard. The costs of this BRAC related homeport change have never been included in any payback calculation (they will be significant), nor reviewed by the BRAC Commission. Sources within the Navy insist that MILCON funding originally intended to upgrade pier facilities at San Diego for an aircraft carrier *are now being reprogrammed to cover additional, unforeseen/unbudgeted costs in the Pacific Northwest.*

CONCLUSION: While the exact costs to replicate the facilities at NAS Alameda may be debatable based upon the information available for review, a more finite analysis should be conducted by an authority that can request the most recent, pertinent documentation from the Navy. Further, in conducting this analysis, one should not look at what the Navy is planning to build for an *initial operating capability* (e.g. Everett), but should ask the question of what does a *mature* Naval Station entail for morale, welfare & recreation facilities, on-base housing availability as a percentage of assigned personnel to a given military base, etc., and compare this data to what is the standard at other Navy facilities. It is at this point in time that a clearer financial picture will become evident.

NAS ALAMEDA

CLOSURE IMPLEMENTATION RELATED COSTS

ITEM	DESCRIPTION	NOTE	MILLIONS
A	Completion of Everett Facilities 491.9 M - 231.6M	1	$260.30
B	Additional CVN training facilities required at Everett, WA or Bremerton	2	$12.50
C	NAS Alameda one time closure costs (excludes environmental costs,NADEP & several other tenant activities)	3	$495.20
D	One time costs for phone system buy-out	4	$49.00
E	Family housing construction costs	5	$199.00
	TOTAL COSTS:		$1,016.00

DOES NOT INCLUDE HOMEPORT COSTS AT BREMERTON, WA FOR ONE AIRCRAFT CARRIER

NOTES

1 Dept of the Navy letter, signed by Adm S. Loftus, dtd 28 Aug 92
2 Proposed Homeport at Everett, WA and Existing Facilities at Alameda,CA, by The Alameda County Base Retention Tactical Committee, dtd 28 Sep 92
3 COMNAVBASE San Francisco Regional Coordination Plan, Pages 28 - 29
4 COMNAVBASE San Francisco Regional Coordination Plan, Pages 23
5 NAS Alameda Base Closure Study (DRAFT), dtd 30 Sept 90

DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON, DC 20350-2000

IN REPLY REFER TO
11000
Ser N441C2/2U593809
28 Aug 92

Dear Mr.

The Office of the Secretary of the Navy has provided my office with your letter of July 23, 1992, which requested information regarding the building of the new homeport in Everett, Washington.

Specific answers to the questions in your letter are as follows:

1. How much money has been spent (expended) / committed (obligated) through FY92?

As of 31 July 92

Expended	$198.5M	Military Construction
	$ 5.8M	Base Closure Funds
Total	$204.3M	
Obligated	$215.7M	Military Construction
	$ 15.9M	Base Closure Funds
Total	$231.6M	

2. How much FY93 money has been appropriated for continued building?

No FY93 monies have been appropriated.

3. How many total dollars are expected to be spent in order to complete all needed construction at Everett?

$368.1M	Military Construction[1]
$ 20.7M	Military Housing[2]
$ 89.9M	Base Closure Funds from[3] Naval Station Puget Sound (Sand Point)
$ 3.7M	Non-appropriated Funds[4]
$ 9.5M	Local Contributions[4]
$491.9M	Total

[1] IOC (Initial Operational Capability) Originally planned funding (Federal).
[2] Additional Funding that may be required (Federal).
[3] Funding not part of IOC (Federal).
[4] Non-IOC funding. Local infrastructure improvements.

Encl. (1)

4. What is the cost of the required housing and other support facilities?

Estimated housing costs are $20.7M. Housing was not originally planned as the local economy was expected to provide it. However, the recent massive expansion at the Boeing Everett Plant, to manufacture the new 777 aircraft, has significantly reduced the available rental housing.

Additionally, other support facilities will be built with $89.9M of base closure and realignment funds. These facilities are necessary because of the closure of Naval Station Puget Sound (Sand Point), which would have provided them.

5. How large will the port/Navy base be in (square) acres?

The waterfront area at Naval Station Puget Sound (Everett) is approximately 117 acres. The addition support site made necessary by the closure of Sand Point will be approximately 60 acres.

6. How many ships will Everett be able to accommodate upon completion?

Thirteen ships were originally planned to be homeported at Everett, however, the current facility design can homeport about nine ships. At present, seven ships are projected to be homeported there.

7. How many carriers? One.

8. How many nuclear carriers? One.

9. Why is the Navy going ahead with this project?

The establishment of Naval Station Puget Sound (Everett) will give the Navy modern piers and facilities which meet environmental requirements and will provide a dispersed fleet basing for Navy's aircraft carriers well through the next century. In addition, the aircraft carrier at Everett will have convenient access to a nuclear capable repair yard and the new station will provide a high quality of life (affordable housing, low cost of living, etc.) for Navy personnel and their families.

I hope these answers adequately address your specific questions. Again, thank you for sharing your concerns on this issue. If I can be of further assistance, please let me know.

Sincerely,

S. F. LOFTUS
Deputy Chief of Naval
Operations(Logistics)

End. (1)

POLISHED COPY
10/16/92

PROPOSED HOMEPORT AT EVERETT WA

AND EXISTING FACILITIES AT ALAMEDA CA:

Comparative Training Costs

and

Quality of Life Factors

prepared by

The Alameda County
Base Retention Tactical Committee

September 28, 1992

analysis noted some savings could be achieved by using mobile training teams (MTT's, for nine unspecified courses at a cost of $200,000. However, MTT's can be used to reduce training costs at Alameda as well and therefore their use is not a significant discriminator between the two areas.

The Bremerton analysis also concluded that building new training facilities at Bremerton was not feasible. Although those figures are a few years outdated, they are roughly representative of current costs in the Pacific Northwest:

Damage Control Wet Trainer	$ 397,000
Roof-Top Trainer/14E32 (Transponder)	$ 770,000
Fire Fighting Trainers (Basic & Advanced)	$6,800,000
Aviation Shipboard Fire Fighting Trainer (19F4)	$4,500,000

The analysis also cautioned that environmental issues would have to be considered before planning any construction. Lack of space is an even greater consideration at the Everett site. All these issues underscore the value of existing facilities.

To summarize, the difference in individual skill and team training costs between ships homeported in the two areas, with facilities as they now exist, is truly significant. The difference can amount to over $830,000 a year for a single nuclear carrier and $1.65 M for a battle group.

At-Sea Unit and Battle Group Training

At present, Everett planners anticipate the homeporting of a nuclear aircraft carrier. For nuclear-powered ships, the cost of operating at sea is calculated in terms of Equivalent Full-Power Reactor Hours. Although the data is routinely recorded by the Navy, the information carries a secret classification and is therefore not available for analysis. As a means of estimating relative costs, and since Everett may not receive certification to homeport a nuclear vessel, an analysis of costs associated with conventionally powered vessels is instructive.

The Bremerton analysis found the 2510 mile trip from Bremerton to San Diego to require 167 hours and $200,000 of fuel for a DD 963 class destroyer.[9] Using the same time and cost assumptions, a comparable trip from Alameda is 870 miles, takes 58 hours

[9] Time and fuel consumption based on an assumption of 15 knots and 1200 gallons per hour.

Commander Naval Base San Francisco

Regional Coordination Plan

BASE REALIGNMENT AND CLOSURE (BRAC) 93

Volume I

June 1993

BRAC93
Base Realignment and Closure
(1993 Commission)

REGIONAL FINANCIAL SUMMARY

NAS Alameda

IMPLEMENTATION COSTS:	FY94	FY95	FY96	FY97	FY98	FY99	($000) TOTALS	
Military Construction	10826	35715	199711	27304			273556	
Family Housing								
Construction	22310	31780	42458				97048	(5)
Operations								
Environmental								
Studies	165	531	20	20	20	20	776	
Compliance	12543	5432	13954	4350	2150	250	38679	
Restoration	12089	7186	3397	12953	5326	14925	55876	
Real Estate Disposal Cost								
Operations & Maintenance								
Civilian Personnel	1377	691	1983	28075	340		32466	
Freight	444	1018	3128	1447			6037	
Property Disposal	150	200	200	400			950	
Equip Removal/Relocate	967	1086	1084	1100			4237	
Historic Preservation	50	50	50	50			200	
Minor Projects	1275	2385	1750	1075			6485	
Shutdown Costs								
Cost Variances								
Admin Functions	638	450	202	1540	1336	1336	5502	
Function Relocations								
Caretaker		179	311	1632	7101	8536	17759	**
Other								
Military Personnel– PCS	11295	2598	1472	13902			29267	
OTHER	1200	16326	1200	2998			21724	
Land Sales Revenue (–)								
TOTALS	75829	105627	270920	96846	16273	25067	590562	

SAVINGS	FY94	FY95	FY96	FY97	FY98	FY99	($000) TOTALS
Military Construction	4700						4700
Family Housing							
Construction							
Operations							
Operations & Maintenance	10	60	25	198			293
Military Personnel– PCS							
OTHER							
Civilian End Strength	52	73	89	891	891	891	
$000	81	324		1053			1458
Military End Strength	2996	6824	7214	10870	10870	10870	
$000	10772	5954	5114	1014			22854
TOTAL SAVINGS	15563	6338	5139	2265			29305

NAS Alameda

ONE-TIME IMPLEMENTATION COSTS:	FY94	FY95	FY96	FY97	FY98	FY99	($000) TOTALS
(FUNDED BY OTHER APPROPRIATIONS)							
Military Construction							
Family Housing							
Construction							
Operations						-	
Operations & Maintenance							
OTHER							
TOTALS							

NET IMPLEMENTATION COSTS:	FY94	FY95	FY96	FY97	FY98	FY99	($000) TOTALS
Military Construction	6125	35715	199711	27304			268856
Family Housing							
Construction	22310	31780	42458				97048
Operations							
Environmental							
Studies	165	531	20	20	20	20	776
Compliance	12543	5432	13954	4350	2150	250	38679
Restoration	12089	7186	3397	12953	5326	14925	55876
Operations & Maintenance	4891	5999	8683	35121	8777	9872	73343
Military Personnel– PCS	11295	2598	1472	13902			29267
OTHER	1200	16326	1200	2998			21724
Land Sales Revenue (-)							
Civilian End Strength	52	73	89	891	891	891	
$000	-81	-324		-1053			-1458
Military End Strength	2996	6324	7214	10870	10870	10870	
$000	-10772	-5954	-5114	-1014			-22854
NET IMPLEMENTATION COSTS	60266	99289	265781	94581	16273	25067	561257

NOTES: (1) Cost of migration of USS LINCOLN is considered a regular homeport change and is not included in this summary.
(2) Savings for AIRPAC tenants will be added by CNAP.
(3) Environmental costs for closure site is included, however is a budget submission item from NAVFAC.
(4) NO costs are incured for NADEP, PWC, DRSPAC and Med/Dental.
(5) Cost is submitted by NAVFAC and is not part of receiving site submission.

Coast Guard Station Mare Island

The Coast Guard occupies a small portion of the Mare Island Naval Shipyard as a search and rescue/law enforcement station. Coast Guard Station Mare Island receives all municipal service from MINS. The cutoff of municipal services to/from MINS will require relocation of the station. Relocation costs are estimated at $4.5 to $5.5 million and are included in Mare Island BRAC budget estimates.

Family Housing

Currently, some 500 Coast Guard families occupy government-owned quarters in the Bay Area. As the result of cost sharing in their construction, the Coast Guard has a real property interest in units built by the Navy on Treasure Island. Current costs to the Government are those of bachelor allowance for quarters (BAQ). Loss of family quarters for Coast Guard families in the Bay Area would increase government costs $2.5 million per year due to additional variable housing allowance (VHA) reimbursements. While it is unclear whether the Coast Guard can support the needed infrastructure, we plan to set aside the 106 quarters on Yerba Buena Island and 400 units at NAS Alameda including Marina Village for transfer to the Coast Guard.

Consolidated Area Telephone System (CATS) Contract

The Navy is in year four of a ten year "lease to purchase" telephone contract with AT&T. The capital portion of this $108 million contract is recovered through monthly charges to 27,000 users. The closure/drawdown of the Bay Area activities makes this method of paying for the capital portion of the contract infeasible. An economic analysis is included in Volume II under the PWCSFB Closure Plan. The economic analysis shows it is more cost effective to buy out this contract as soon as possible. One-time cost of terminating the capital portion of the contract is $49 million. If the capital portion of the contract is not bought out, monthly telephone rates would reach $200 per line per month by 1997. The costs for CATS buy-out are consolidated under the PWCSFB budget vice attempting to spread costs among 27,000 users. The CATS system will have to be re-engineered sometime during the drawdown.

FISCAL

The fiscal cost data, Exhibit 7, is a summation (in FY 92 $) of all budgetary costs, Exhibit 6, incident to the closure of NAS Alameda during the six year implementation period FY 92-FY 97. A summary of the cost data and saving follows:

One Time Implementation

Costs.....$488.6M
Cost avoidance.....$ 96.1M

Net Implementation Cost.....$392.5M

Recurring Costs/Savings

Costs.....$757.6M
Savings.....$115.4M

Environmental Costs

Total Environmental Cost.....$183.0M

In the Military Construction (MILCON) account anticipated requirements exceed $165M whereas projected savings are $40M. The net represents an additional $125M MILCON requirement distributed over a three year period, FY 93 through FY 95. Similarly, Family Housing Construction requirements total $199M while projected savings are $25M. The net additional requirement is $174M distributed over the three year period FY 94 through FY 96.

In the Operations and Maintenance (O&M) accounts one time implementation costs of $80M, including planning and support, are offset by a projected $30M cost avoidance. During the six year closure period, maintaining operations at NAS Alameda while shifting tenants, and thereby increasing based loading at receiving sites, results in recurring O&M costs of $648M with a commensurate savings of $82M.

In the Family Housing (FH,N) operations accounts the recurring six year costs total $60M whereas the savings over the same closure period equate to $17M.

These scenarios are primarily driven by CVN homeport changes in FY95 and FY97 and by workload drawdown plans at Mare Island Naval Shipyard and Naval Aviation Depot Alameda. The CNBSF planning team reviewed the Base Structure Evaluation Committee (BSEC) data provided on activity data summary sheets dated 29 March 1993 and identified 52 organizations with 301 military and 1,837 civilian personnel that were omitted. Disposition of these additional tenant commands is addressed in Chapter 2.

The costs to implement this plan which include MILCON, Family Housing, environmental, operations, maintenance and personnel are approximately $3.6 Billion. The BSEC data, which did not include specific environmental or nuclear closure costs, was $849 million for the same seven activities. The costs are summarized in the following tables.

Cost Summary

Major Cost Category ($ Millions)	Sum of Local Budgets	BSEC
Civilian Personnel Severance/Relocation	532.2	*
Military Personnel Relocation	59.2	*
Environmental	728.4	*
Nuclear Closure (Preliminary Data)	322.0	*
Material/Equipment Disposal/Shipping	339.7	*
Caretaker	148.2	*
MILCON	578.0	*
Other	855.9	*
TOTAL	$ 3,563.6	$ 849

Home Owners Assistance Program costed/administered by U.S. Army Corps of Engineers	$ 106.2	*

* COBRA/BSEC data on major cost categories was not available for each activity

Regional Implementation Cost by Activity		
Activity ($Thousands)	BSEC Costs	One Time Implementation Costs
Naval Shipyard, Mare Island	279900	1537844
Naval Air Station, Alameda	193700	590562
Naval Aviation Depot, Alameda	126800	478110
Naval Station, Treasure Island	33700	132755
Naval Hospital, Oakland	57500	334756
Naval Supply Center, Oakland	119400	299071
Navy Public Works Center San Francisco Bay	37500	178867
Naval Facilities Engineering Command, Western Division	800	11625
TOTAL	849300	3563590

David A. Franklin

EXECUTIVE SUMMARY

PROPOSAL FOR A *NAVAL STATION* ALAMEDA

BACKGROUND:
Pursuant to an Act of Congress, a procedure was established for the identification and evaluation of military bases and activities that are excess to the Department of Defense. The goal of these actions was to close, consolidate and realign military installations to become more efficient and save money. As part of this process, the 1993 BRAC Commission endorsed the closure of the Naval Air Station, Alameda, by a 4 to 3 vote, where the Navy was directed to close the Alameda facilities and relocate necessary functions elsewhere. Specifically mentioned was the change in homeport of two nuclear powered aircraft carriers from Alameda to San Diego, CA, and to Everett, WA. NAS Alameda is currently planned to close in 1997, with both aircraft carriers scheduled to leave shortly beforehand.

DISCUSSION:
Factors affecting the Navy decision to close Alameda and relocate the aircraft carriers elsewhere primarily focused on cost, however it has been suspected that Bay Area political situations may have also entered into the process. In testimony to the BRAC Commission, it was disclosed that it was the Navy's position that as much as $40 million per year could be saved in operational support costs, primarily due to the construction of a new, smaller facility in Everett, Washington. Also considered was the prevailing area cost of living in the Puget Sound Area which was less than the San Francisco Bay Area. These marginal cost differences indicated a rapid payback which supported the Navy's position.

However, as time has progressed, developments have occurred that were not envisioned by either the Navy nor BRAC Commissioners. Factors such as the Navy developing a berthing strategy for a CVN in an industrial area at Bremerton, Washington, which by previous Navy testimony to the BRAC Commission (Note 1), was not an acceptable alternative. Other issues include the Puget Sound area now being classified as a "high cost" area by the military, thereby decreasing the marginal difference in operational costs between Alameda and the Pacific Northwest, additional operational costs of $14 million annually from having to sail the aircraft carriers further to their required training areas (Southern California), difficulties in dredging required access channels to Everett, the lack of Navy housing in the Puget Sound area coincidental with a scarcity of rental units (the Navy has requested $343 million to construct new housing in the Puget Sound Area), and other reasons. It has been estimated that the combined one-time costs of NAS Alameda closure ($390 million for NAS closure costs plus the cost of moving homeports for 2 CVN's), construction completion at Everett for an *initial operating capability* ($273 million), new housing in the Puget Sound Area and facilitization of Bremerton (unknown cost, but it will be significant), will exceed **one billion dollars.**

Not considered by the previous BRAC Commission was the possibility of decreasing the Navy's "footprint" at Alameda while maintaining facilities for as many as three aircraft carriers, where as much as *75% of the Air Station property could be made available for reuse*. A precedent for this has already been established at Mayport, Florida. This would have a dramatic impact on decreasing the operational support costs of the "Naval Station" at Alameda, again reducing the marginal difference in annual cost savings by other homeport locations and lengthening the return on investment time associated with the Alameda closure decision.

Considering the $1 billion in one time costs to implement the Alameda closure decision and the $40 million in expected annual savings, a return on investment may be anticipated in 25 years. This is far outside of the window allowed in other BRAC closures that have been implemented.

This same $40 million in annual cost savings previously estimated by the Navy may be adjusted to reflect a different, present day scenario where it may be reduced by an estimated $20 million through a reduced Alameda footprint (*Naval Station Alameda Option*), an additional $5 million for an additional facilities (Bremerton's) operational support costs, plus an estimated $13.7 million in additional "at sea" days and associated training costs, reducing the annual cost savings by NAS Alameda closure to $1.3 million annually.

Alternatively, by considering the $1 billion one time costs associated with the closure of NAS Alameda & facilitization of the Puget Sound area, and dividing this by the expected annual operational cost savings of the Naval Station Alameda (reduced footprint) Option of $1.3 million, yields a return on investment time frame of 769 years. This option clearly indicates that investing this much capital in the Bremerton/Everett area for aircraft carriers will never yield a return on investment.

RECOMMENDATIONS

1. Provide information to the local community, members of Congress, political appointees, the Navy and members of the 1995 BRAC Commission that supports the continuing function of homeporting aircraft carriers at Alameda via a *"Naval Station" Alameda* Option.

2. Request that the 1995 BRAC Commission Staff conduct data calls to validate the cost savings and payback periods contained within this proposal.

NOTES

(1) Testimony provided by Mr. C. Nemfakos to the BRAC Commission on 17 June 1993.

URGENT

FAX COVER SHEET

Commander John J. Kaso
Executive Officer
Fleet & Industrial Supply Center
250 Executive Way
Oakland, CA 94625-5000
Office (510) 302-5201 or A/V 672-5201
Fax (510) 302-5122 or A/V 672-5122

Number of Pages: 2 (*Including Cover Sheet*)

TO: DAVID EPSTEIN

REMARKS: David, I just received the attached letter from AFGE. It "amplifies" previous statement that AFGE made to you on 5 June!

Kaso.

URGENT

Philip Hines
President

Vice President

Patricia L. Smith
Secretary

Zelma Sophus
Treasurer

AMERICAN FEDERATION OF GOVERNMENT EMPLOYEES - LOCAL 1533
P. O. Box 23304, Main Office Station
OAKLAND, CALIFORNIA 94623
Office Phone - (510)302-4012 - Fax (510)302-4109
(510) 632-6624

19 June 1995

Base Realignment and Closure Commission
1700 North Moore Street
Arlington, Virginia 22209

To Whom It May Concern:

I would like to take the opportunity to explain my previous letter to you dated 5 June 1995. In that letter I stated that I would like to keep the Fleet and Industrial Supply Center, Oakland off the Base Realignment and Base Closure 1995 list.

Fleet and Industrial Supply Center, Oakland is down sizing due to operational reasons, but without all personnel benefits available to Brac activities.

My desire is to secure for all employees the best available benefits and offers available to them. Being on the Brac list would expand these benefits. If FISCO is not on the Brac list I would appreciate your assistance in authorizing all FISCO employees to receive down sizing personnel benefits such as two years eligibility for the priority placement list, and the annual leave list carry over in excess of 240 hours and other re-location and re-training assistance.

Sincerely,

Philip R Hines

PHILIP R. HINES
President, AFGE, Local 1533

OPTIONAL FORM 99 (7-90)

FAX TRANSMITTAL

# of pages ▶ 2

To DAVID EPSTEIN	From MONICA BEARY
Dept./Agency DSN 226-0504	Phone # (510)302-5350
Fax # " " 0550	Fax # " " 4891

NSN 7540-01-317-7368 5099-101 GENERAL SERVICES ADMINISTRATION

Re: question you posed on 2 June: "Unions' Comment for "Community Impact"

1. Attached is comment from AFGE Local 1533 President. He clarified for me that Local 1533 represents:
   (a) all FISC Oakland employees except firefighters
   (b) only the following tenant activities: DFAS; DISA; Defense Commissary Agency

Local 1533 does not represent MSC PAC (I don't believe they have a union), nor does is represent PWC (their union is National Federal Independent Union).

Philip Hines
President

Vice President

Patricia L. Smith
Secretary

Zelma Sophus
Treasurer

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(510) 632-6624

5 June 1995

Mrs. Monica Beary
% Naval Base San Francisco BRAC

Dear Mrs. Beary:

After listening to both sides of the debate, I would like to keep Fleet Industrial Center (FISCO) off the closure list.

Sincerely,

Philip R. Hines

PHILIP R. HINES
President, AFGE, Local 1533

Oakland Joint Intermodal Terminal

Operating Plan Executive Summary

February, 1995

Submitted by:

Summit/Lynch Consulting Engineers, Inc.

In Association With:

Frederic R. Harris, Inc.
and
F.E. Jordan Associates, Inc.

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INTRODUCTION

The Port of Oakland (Port), Union Pacific Railroad Company (UP), and Southern Pacific Lines (SP) need to expand and improve their capacity to handle anticipated growth of intermodal container traffic through Oakland. The availability of Naval Supply Center (NSC) Property gives the Port an exceptional opportunity to fill this need. The Naval Supply Center property combined with property from the UP and SP will provide over 340 acres for railroad intermodal terminal expansion. In addition, the development of this expanded intermodal terminal will allow for over 240 acres of new marine terminals and ancillary facilities.

The Oakland Joint Intermodal Terminal (JIT) will be the largest and most efficient railroad intermodal facility in the western United States. It will provide trailer-on-flatcar (TOFC), container-on-flatcar (COFC), and double-stack transfer services for the Port and the railroads for the entire Oakland/San Francisco Bay region.

This Operating Plan Executive Summary report presents a summary of the Optimal Operating Plan (Plan or Optimal Plan) for the JIT. A separate Operating Plan Report provides the details of this Plan. These reports provide a starting point for further detailed discussions and negotiations between the Port and the railroads. These negotiations will result in the formal operating agreements that will be required to access, finance, and run the JIT.

Currently UP's intermodal capacity is constrained due to insufficient track and space for parking. Southern Pacific will also outgrow its facility in the near future. Construction of the JIT will provide the railroads with much-needed room to grow. Without the JIT both railroads will be on their own to develop larger facilities near the Port using their own resources. They will face an extreme shortage of available property and considerable difficulty in securing the necessary permits for their projects.

Consolidation of operations and shared capital improvement will result in lower costs for each participant through economies of scale. The JIT will take advantage of the latest information technologies, further reducing operating costs.

The JIT will:

- provide service improvements, growth potential, and reduced costs for the railroads, and
- provide on-dock levels of service to ocean shippers at competitive costs.

PROJECT APPROACH

The study team developed this Plan in two steps. In Step One, we produced an Operational Analysis (Draft OA) report. In Step Two, the Port, the consultant team, and the railroads prepared an Operating Plan (OP) report[1] which developed, reviewed, and refined a number of JIT layout and operating alternatives.

This report summarizes the design criteria established for the JIT. It discusses the alternative layouts[2] and operating plans, and focuses on the Optimal Operating Plan selected. The report also presents a conceptual cost estimate for construction of each phase of the JIT.

This report discusses details related to JIT infrastructure,[3] train operations, and terminal operations. It concludes with discussions on railroad access, terminal layout and capacity, expected service improvements, and potential cost reductions.

JIT DESIGN CRITERIA

The JIT must be able to accommodate at least 660,000 lifts in the year 2002 and 1.2 million lifts in the year 2010[4]. Loading tracks should be at least 6,000 ft. long and should be accessible from either end. The JIT gates must handle peak volumes of 3,500 moves per day in the year 2002 and around 5,000 moves per day in the year 2010.[5]

The JIT main track connections must allow simultaneous entrance and exit by either railroad. The JIT must accommodate peak train volumes of up to 20 trains per day in year 2002 and 28 trains per day in 2010. Each track must be capable of loading or unloading a full size train every six hours on average.

---

[1]Oakland Joint Intermodal Terminal Operating Plan Report, February, 1995.

[2]Layout, as used in this report, is the arrangement of tracks, gates, circulation roads, buildings, and other arrangement of facilities within the JIT site.

[3]JIT infrastructure, as used in this report, is the set of tracks, roadways, buildings, and facilities both on and off the JIT site that are involved in the operation of the JIT. It also includes the physical improvements required to relocate non-intermodal operations displaced by the JIT.

[4]Oakland Joint Intermodal Terminal Operational Analysis Report, January 1995 (Final Edition), Sections 7.1 and 8.

[5]Ibid.

The JIT support yard(s) must provide intermodal railcar storage equal to twice the loading track capacity. This will result in approximately 90,000 feet of storage track. The JIT should also provide about 2,400 feet of contained locomotive storage track within the site.

Construction of the JIT will require displacement of UP's entire current yard operation. It will also displace certain SP terminal operations. These displacements potentially affect non-intermodal as well as intermodal railroad business. The JIT project must protect and replace, if necessary, non-intermodal functions, capacity, and connections.

The JIT project should also provide a Container Yard (CY) close to the facility. This CY would be run by a third-party operator. It should provide long-term storage and repair services on a for-profit basis. This CY could relieve the JIT from much of its equipment storage problems.

The JIT must not impede marine terminal development. Any JIT layout parallel to the water must not be less than 1,900 ft. from the Inner Harbor Channel.

JIT ALTERNATIVES ANALYSIS

The study team determined that a possible JIT footprint[6] might fit into one of four different locations. Refer to Table 1 for a qualitative summary of these footprint alternatives. After reviewing and discussing these footprint alternatives we selected Alternative D as the best. It is the only footprint alternative that meets all design criteria.

Once we verified the footprint selection with the Port and railroads, our team developed a Conceptual Operating Plan (Conceptual Plan) for rail service to the JIT. This plan involved moving UP non-intermodal operations to SP's new East Oakland Yard, taking advantage of pending improvements to the SP rail corridor between Magnolia and Fruitvale. Under this plan UP would send their intermodal trains into the JIT either through Magnolia or via the 7th St. lead. UP would also connect their main line to the East Oakland Yard for additional holding capacity.

The Conceptual Plan also moved and consolidated SP's non-intermodal switching activities from East Oakland to its West Oakland and Emeryville Yards. SP's intermodal trains accessed the JIT either at Magnolia or via the Desert Yard and the 7th St. lead.

[6]Footprint, as used in this report, means the outline of the JIT site.

Table 1. JIT Footprint Alternatives

Footprint Alternative	Strengths	Weaknesses	Meets Design Criteria?	Preferred ?
A	Good main line access, Naval Supply Center (NSC) left intact for marine terminal development	Army and EBMUD relocations very expensive, tracks too short, facility too small, Grand Ave. viaduct crosses over facility	No	No
B	Good main line access, NSC left largely intact for marine terminal development	Tracks too short, facility too small	No	No
C	Long tracks on JIT with good access for UP	Poor to impossible access for SP's longer trains via 7th St. lead, switching moves use 7th St. lead across new Middle Harbor Road.	No	No
D	Tracks are long enough to meet UP requirements, yard is "double ended", good main line access for both railroads	Curvature on west end of JIT will require careful design and operations, fill in bay required for sufficient track lengths	Yes	Yes

The U. S. Army's Knight Yard would expand to become a support and storage yard for the JIT. Rail connections would allow the JIT switch engines direct access to the Knight Yard without blocking the SP switching leads.

This Conceptual Plan led to seven different JIT layout alternatives. Table 2 gives statistical details on each.

As shown in Table 2 only Alternative 1B meets all design criteria established by the Port and the railroads. We therefore chose Alternative 1B as the best layout alternative for the JIT. We further refined this alternative, resulting in the proposed layout discussed in the following section. This refined Alternative 1B, combined with a refined version of the Conceptual Operating Plan, became the Optimal Operating Plan (Plan) for the JIT.

Table 2. JIT Layout Alternatives

Layout Alternative	Facility Size (Acres)	Number of JIT Tracks	Center Row Parking Slots	Track-Feet Under Crane	W. Oakland Yard & 1-Spot Preserved?	Approx. Dist. to Inner Harbor Channel (ft)[7]	Meets Design Criteria ?
1	374	10	4,719	53,850	Yes	1,470	No
1A	333	8	3,845	43,375	Yes	1,730	No
1B[8]	331	8	4,002	52,310	Yes	1,913	Yes
2	393	10	5,392	61,285	No	1,450	No
2A	352	8	4,507	56,815	No	1,730	No
3	352	10	4,638	56,230	No	1,450	No
3A	296	8	3,774	45,360	No	1,730	No

OPTIMAL PLAN INFRASTRUCTURE

The JIT will be the largest intermodal railroad terminal on the west coast with over 340 acres and 46,000 feet of track. It will occupy property now owned by the U. S. Navy and SP, and will require about 29 acres of bay fill. The JIT will require railroad infrastructure changes throughout the Oakland Terminal[9] complex from Richmond to Fruitvale. Appendix A shows this proposed JIT layout.

The JIT site will extend from the 7th St. Terminals and the Middle Harbor on the west to the SP West Oakland Yard on the east. It will stretch from 7th St. on the north to the new Middle Harbor Road (old "I" St.) on the south. The JIT will include eight train-length tracks[10] with a total of 46,275 feet under crane. The site will include two entrance/exit gates plus a service and employee gate. Appendix B shows this layout.

---

[7]This distance could be increased to 1,900 feet on alternatives 2A and 3A by redesigning the west end of these layouts. However, this redesign would result in the elimination of the one-spot car repair facility and nearly all tracks in the West Oakland Yard, which is deemed unacceptable.

[8]Numbers in this table represent the unrefined version of Alternative 1B.

[9]The Oakland Terminal consists of all SP and UP tracks and other rail facilities between Richmond and Fruitvale as shown in Appendix C.

[10]Train-length tracks must accommodate a 6,000 ft. train. Also, one of the eight tracks is a runaround track that allows rail movement from one end of the facility to the other. It may also be used for occasional loading.

The JIT will be capable of parking about 4,500 containers-on-chassis and trailers, mostly in center-row parking stalls. This number is expandable to around 5,800. The terminal will also accommodate over 2,000 pack-parked chassis, expandable to nearly 2,900.

Both UP and SP access the JIT directly from SP's main lines as shown in Appendix A. The No. 14 turnouts on the east end of the JIT are capable of 25 MPH operations. The No. 10 turnouts and ten degree curves on the west end of the JIT are capable of 10 to 15 MPH operation.

Table 3. Parking Slots on JIT at Ultimate Buildout

TYPE OF PARKING	INITIAL BUILDOUT[11]		WITH NAVY PARCEL[12]		WITH CONTAINER YARD REMOVED[13]	
	ACRES	SLOTS	ACRES	SLOTS	ACRES	SLOTS
Center-Row[14]	51.2	3,823	51.2	3,823	51.2	3,823
Satellite (for trailers and containers on chassis)	25.0	675	50.0	1,350	74.4	2,010
TOTAL CONTAINER & TRAILER SLOTS	76.2	4,498	101.2	5,173	125.6	5,833
Chassis Slots (pack-parked)	20.6	2,064	28.6	2,860	28.6	2,860

UP connects to the facility in two ways. First, they may enter or exit the east end of the JIT directly through crossovers and leads at Magnolia.[15] Secondly, they may enter or exit the west end of the JIT on SP's 7th St. lead. UP can access the 7th St. lead in two ways. First, they can use the SP main line to the crossovers at West Oakland milepost 5.4, SP switching leads to the 7th St. wye (through a twelve degree curve) and the 7th St. lead to the JIT. Secondly, they may use the JIT engine storage yard lead between JIT track 1 and the 7th St. lead.

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[11]Assumes satellite parking at 27 slots/acre, chassis pack-parked at 100 chassis/acre.

[12]Assumes Navy parcel is divided into 75% (25.0 acres) satellite slots and 25% (8.0 acres) chassis parking areas.

[13]Assumes container yard is relocated off of the JIT property with 100% of the property dedicated to satellite parking of trailers and containers.

[14]200 center-row parking slots equipped with refrigerated trailer/container (reefer) power outlets.

[15]Refer to Appendix A, for the location of Magnolia.

SP connects to the west end of the JIT via the 7th St. lead. It connects to the east end at Magnolia on the same tracks used by UP. Arrivals and departure on the Cal-P[16] will use the 7th St. lead and wye through a fifteen degree curve. Arrivals and departures on the Coast[17] route will use the Magnolia connection.

Both the east and west end JIT connections use double track leads with strategically placed crossovers. Therefore UP and SP trains may simultaneously enter and leave the JIT from both ends, giving the terminal the ability to handle four train arrivals and departures at the same time.

The JIT will require a number of support facilities for efficient operation. These facilities will be located both on and off the JIT site as shown in Tables 4 and 5.

Support tracks must equal or exceed twice the length of the loading tracks. The U. S. Army Knight Yard will expand to meet most of this requirement. The new Knight Yard will contain 24 tracks with a total holding capacity of over 76,000 TF. In addition to using Knight Yard, both SP and UP will typically store intermodal equipment in their own yards. They will store a cumulative total of approximately 15,000 feet of intermodal rail cars on their own storage and holding tracks throughout the terminal.

UP will abandon their existing Oakland railyard as part of the JIT project. Non-intermodal activities will move to SP's East Oakland Yard which contains a comparable 36,852 track feet of storage.[18] UP will make East Oakland Yard the base of their non-intermodal switching and storage operations for the Oakland area.

This UP/SP Corridor Consolidation Project, when combined with an ongoing project to build a new Jack London Square passenger station, will upgrade the signal system to bi-directional Centralized Traffic Control (CTC) and add power crossovers from Magnolia to Fruitvale. These new main tracks will connect to the JIT leads near Magnolia and will provide sufficient capacity for the expected increased volumes of JIT, passenger, and through freight traffic.[19]

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[16]Cal-P, short for "California Pacific", refers to the designation given to SP's double track main line route from 7th St. at Oakland to Sacramento.

[17]Coast Route is the designation of the SP main line route from 7th St. at Oakland southward towards Los Angeles.

[18]Summary of Track and Turnouts Constructed, Line Diagram, Proposed SP Lines, Oakland Terminal Tracks and Facilities, version 8.00, Southern Pacific Lines Engineering Department, 4/13/94

[19]Oakland Joint Intermodal Terminal Operational Analysis Report, January 1995 (Final Edition), Section 6.1.

Table 4. Major On-Site JIT Support Facilities

Facility Name	Location on JIT	Function of Facility	Facility Description
Gates	Gate 1/Main Gate: Located off of Middle Harbor Rd. near 7th St. Gate 2/Back Gate: Located off of Middle Harbor Rd. near the Adeline St. overhead. Service/Employee Gate: Located off 7th St. at Maritime St.	Manage and control the flow of equipment and people onto and off of the JIT (see Section 4.3.2.)	Two highly automated gates with 24 total lanes, signboards, AEI scanners, container & chassis cameras, handheld input devices, reversible lanes, expedited/priority lanes on demand. Must handle between 3,500 and 5,000 moves per day. Must be capable of highly automated and future unmanned operations.
Engine Storage Facility	East edge of JIT	Store and service JIT switch engines and provide temporary storage for UP and SP intermodal locomotive consists	Three-track facility with 2,400 TF of locomotive storage capacity, enough for ten average consists. All storage track areas are equipped with drip pan containment.
Administration Building	West corner of JIT site at 7th St. and Middle Harbor Road	Provide office space for Port, UP, SP, and shipping line intermodal coordinators. Provide headquarters for JIT contract operator admin. and clerical function	Approximately 20,000 SF of office space, readily accessible from public streets.
Control Tower	North center of JIT site	Provide office space for JIT and Oakland Terminal Train Operations Center. Provide a high-level platform with visual command of the site.	Approximately 15,000 SF of office space, minimum of six stories in height.
Equipment Repair Facility	North edge of JIT site	Provide shop, parts storage, equipment storage, wash & locker rooms, and office space. Support crane, hostler, and switch engine service, cleaning, fueling, and repair functions.	Large multi-use building with inside bays for hostler tractor service and repairs. Outside slabs for crane maint., fueling, washing, repairs, and hostler fueling and washing. Also, space for parts storage for the above, plus space for railroad mechanical/car repair forces, equipment, wheel sets, and other parts.
Load Segregation Area	North edge of JIT site	Provide a contained, segregated area, with a covered dock for transfer of loads, for containers and trailers leaking hazardous materials	Contained chemical resistant surface with covered dock. Small storage building for neutralizing agents and emergency equipment.
On-Site Utility Systems and Features	Throughout JIT site	Provide utility systems and site features for various JIT functions and operations	Low-maintenance pavement sections over entire loading area including tracks, high-mast yard lighting, sheet-flow slot-inlet drainage, fire hydrants, sanitary sewer, oil-water separator for service and engine facilities, electrical power distribution system, standby generator for essential services, reefer hookups for 200 parking slots, wire and wireless communication systems, closed circuit television security and inspection systems, on-site computer systems, yard air, perimeter fences & K-rail crash barriers, protective bollards around fire plugs and light poles, and landscaping/irrigation systems.

Table 5. Major Off-Site JIT Support Facilities

Facility Name	Location	Function of Facility	Facility Description
Knight Yard	On U. S. Army property, west of SP's Desert Yard	Provide storage tracks for intermodal rail equipment, loaded and empty, using the JIT	24 storage tracks ranging from 1,445 to 4,223 feet long, for a total of 76,683 track-feet. Switching leads on both ends, connecting to the SP Desert Yard receiving/departure tracks to the north and the 7th St. wye and switching leads to the south. Connection at 7th St. so that Knight Yard can be switched from the 7th St. lead without blocking the main SP switching leads.
Train Carwash Facility	Relocated from 7th St. lead to unspecified location in SP coach yard	Washes Amtrak coaches and equipment as well as SP business cars and locomotives	This facility will be displaced by the reconstruction of the 7th St. leads. It will consist of a high-pressure run-through train washing system in the coach yard.
SP One-Spot Car Repair Facility	Between SP West Oakland Yard and the east end of the JIT	Perform heavy repairs on rail cars that cannot be repaired on the JIT loading tracks (this facility is SP's principal car repair facility in the Bay Area). This facility will remain with SP but could accommodate JIT repair work for hire.	This $10 million state-of-the-art "One-Spot" railcar repair facility is being constructed as part of the I-880 relocation project. It was designed specifically to handle 5-platform articulated double-stack cars.

SP will move its current East Oakland operations into its West Oakland, Desert, and Emeryville Yards. To furnish the added capacity to facilitate this move, the JIT project will provide several capacity improvements to SP's corridor between Emeryville and Stege (Richmond). SP will extend existing main track bi-directional CTC from Emeryville (MP 8.0) to Stege (MP 13.8), adding power crossovers at MP 13.6. They will also connect the current passenger tracks at Emeryville with the existing No. 4 drill track, rehabilitating and signalizing that track from Emeryville to Berkeley. This will allow passenger trains to move between Emeryville and Berkeley without blocking the main line.

A new, 100 foot wide Middle Harbor Road will run along the west and south perimeter of the JIT as shown in Appendix A. It will connect 7th St. with Adeline St. and provide access to the JIT customer gates.

OPTIMAL PLAN OPERATIONS

One of the keys to making the JIT operation work efficiently is safe, timely, and responsive management of train movements throughout the Oakland terminal. Currently SP dispatches trains on the main line with a route dispatcher from its Denver office. Both UP and SP control movements in the yards with yardmasters. The current system will be unacceptable for future traffic levels in and around the JIT.

Under this operating Plan the movement of all trains throughout the Oakland Terminal would be controlled by the Oakland Terminal Train Operations Center (OTTOC). The OTTOC would be an SP dispatching and train control office, preferably located in the JIT operations tower. It will consist of a single train dispatcher around the clock. The OTTOC would be equipped with Digicon[20] CTC computers and full communications capabilities.

The JIT can anticipate the train traffic levels shown in Table 6. These levels correspond closely to lift count projections for the JIT.[21]

Table 6. Anticipated JIT Train Arrivals and Departures

YEAR	ARRIVALS (PER DAY)		DEPARTURES (PER DAY)		TOTALS (PER DAY)	
	AVERAGE	PEAK	AVERAGE	PEAK	AVERAGE	PEAK
2002	9	11	8	9	17	20
2010[22]	13	15	10	13	23	28
2015[23]	17	20	17	20	34	40

The best terminal operating option is an independent third-party operator (Operator) running the JIT, possibly under the direction of a joint management committee (Committee). Representatives from the Port, UP, and SP could make up this committee.

[20]Digital Concepts, the supplier of hardware and software for SP's current computerized CTC systems.

[21]Oakland Joint Intermodal Terminal Operational Analysis Report, January 1995 (Final Edition), Section 5.3.

[22]Represents maximum sustainable traffic level for the JIT.

[23]Represents gridlocked traffic levels for JIT.

The JIT Operator will provide the full range of services on the JIT site as follows.

- *Container Operations (including CY operation)*
- *Lift Operations (including flips)*
- *Chassis Operations*
- *Drayage Operations (as desired by shipping lines)*
- *Gate Operations*
- *Switching Services (between JIT and Knight Yard, West Oakland, SP One-Spot, and East Oakland)*
- *Facility Administration (including Management and Maintenance of Information Systems and Hardware)*
- *Facility Inspection, Maintenance, and Repair*
- *Equipment Ownership, Inspection, Maintenance, and Repair (cranes, hostlers, switch engines, car repair trucks, IBC lifts, vans, autos, etc.)*
- *Knight Yard Inspection, Maintenance, and Repair (by contractor)*
- *Security*
- *Spill Response, Cleanup, and Transloading*
- *Overall JIT Operations Management*

Main track capacity on SP's Coast route through Jack London Square is approximately 64 trains per day.[24] Corridor improvements on the SP Cal-P line north of the JIT will result in similar capacities. We see no problems in main line capacity around the JIT.

The JIT operations include *container operations* (how the container is handled between the rail car and delivery to the trucker); *lift operations* (handling the container on and off the rail car); *chassis operations* (tracking, utilization, and storage of chassis); *resource requirements for container, lift and chassis operations* (equipment and staff); *drayage operations* (responsibility and efficiencies in trucking containers between the JIT and marine terminals); and *gate operations* (checking trucks into and out of the JIT). The Operating Plan Report discusses these operations along with discussions of *information technology requirements, facility administration functions, equipment maintenance and repair, facility maintenance, and security and emergency response.*

A significant part of the success of the JIT will be the application of information technologies that enable the JIT to meet customer demands for increased capacity, service reliability, and efficiency. The JIT preliminary and final designs must include the planning, design, development, testing, and implementation strategies for information

[24] Oakland Joint Intermodal Terminal Operational Analysis Report, January 1995 (Final Edition), Section 6.1.

systems. These systems must also correspond to the JIT physical design and concept of operations.

Intermodal shippers place significant importance on the security of their shipments. Site security at the JIT is therefore a high priority. The JIT facility infrastructure as well as the operating plan reflect this priority.

The JIT capacity as measured in maximum annual lifts is as follows.

- **Sustainable[25] - 1.2 million**
- **Constrained[26] - 1.4 million**
- **Gridlocked[27] - 1.7 million**

Table 7 gives the parameters used to calculate these three capacity levels.

Based on traffic projections the JIT will reach sustainable capacity around the year 2010 and gridlocked capacity by year 2015. The JIT should reach constrained traffic levels some time between 2010 and 2015. The Port marine terminals will become constrained at about the same time the JIT becomes constrained.[28]

The JIT Operator will directly employ an estimated 250 people at year 2002 and 400 people at year 2010.

PROJECT PHASING

The Port and the railroads will construct the JIT in three phases. Each phase will provide enough capacity to meet operational requirements while at the same time conserving capital. This approach will allow realistic lead times for permits and activities such as negotiation of agreements, acquisition of property, construction of bay fill, mitigation, and environmental remediation. This plan will also provide for the relocation of railroad operations from the current yards onto the JIT at the earliest possible time. Appendix B contains drawings that illustrate each phase. Table 8 shows the JIT size

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[25]Sustainable - efficient and easily achievable without unduly taxing available resources.

[26]Constrained - near-capacity taking all readily available room and resources, yet still relatively efficient.

[27]Gridlocked - all-out full capacity operations using every possible resource without regard for efficiency or cost, only with trying to maximize facility throughput.

[28]Oakland Joint Intermodal Terminal Operational Analysis Report, January 1995 (Final Edition), Section 5.3.

under each phase. Based on the best information available at the time of this report, construction on the JIT site should start no later than January, 1998[29].

Table 7. JIT Lift Count Capacities

CAPACITY	# OF LOADING TRACKS USED	PEAK DAILY ARRIVALS & DEPARTURES PER TK.	PEAK TRAINS PER DAY	AVERAGE TRAINS PER DAY[30]	AVERAGE LIFTS PER DAY	ANNUAL[31] LIFT CAPACITY
EXISTING[32]	N/A	N/A	16	13	N/A	450,000[33]
SUSTAINABLE	7	4	28	23	3,450	1,242,000
CONSTRAINED[34]	8	4	32	27	4,050	1,458,000
GRIDLOCKED[35]	8	5	40	33	4,950	1,782,000

Phase One will establish a Temporary JIT and allow the railroads to move off of their existing intermodal railyards. This move will in turn permit construction of the Phase Two facility on SP property along with marine terminals on the UP site. The railroads will use this Temporary JIT for about one and one-half years while Phase Two is being built. Phase one will not install any fill in the Middle Harbor.

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[29]Information furnished by the Port of Oakland.

[30]Calculated by dividing by a peak factor of 1.2.

[31]Using 360 loading days per year.

[32]Based on existing UP and SP yards (without substantial changes) at ultimate capacity plus one ATSF train of international traffic per day.

[33]Estimated, including existing SP, UP, and ATSF international lifts on existing facilities with no significant site improvements.

[34]Loading on all eight JIT tracks.

[35]Loading on all eight JIT tracks plus adds one more train per track per day.

Table 8. JIT Size under Expansion Phases

JIT Area	Phase One Temporary (acres)	Phase Two Interim (acres)	Phase Three Final (acres)
Center-Row Parking	23	42	51
Satellite Parking (Containers & Chassis)	41	46	46
Container Yard (CY)	0	24	24
Track Areas, Internal Roads, Building, and Other Areas	137	204	220
TOTAL	201	316	341

The short track lengths on the Temporary JIT will require the railroads to double[36] their trains into and out of the loading tracks. However, the Temporary JIT will have more parking, support track, and gate capacity than the existing, separate railyards. For this reason it will be capable of handling up to 650,000 annual lifts on a constrained[37] basis. This capacity will allow the Phase One facility to meet projected needs through the middle of the year 2002. The Phase One Temporary JIT will be in service in late 1999. It will remain in use until mid 2001 when the Phase Two JIT goes into service.

Phase Two will begin as soon as SP moves off of its current intermodal facility into the Temporary JIT. This Interim JIT will include extension of Middle Harbor Road across the harbor to 7th St., construction of additional trackage, parking, and a Container Yard (CY) as shown in Appendix B.

Increased JIT loading track lengths, parking areas, and Knight Yard storage tracks will provide the Interim JIT with a capacity only slightly less than the Final JIT. The Interim JIT will be able to accommodate all but the longest trains on a single track. These longer trains (over 6,800 feet) will be required to double into and out of the facility.

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[36]Term applied to the practice of separating a train into two pieces or reassembling a train from two pieces, usually resulting from the use of tracks too short to accommodate an entire train.

[37]Refer to Section 4.3.12. of the Oakland Joint Intermodal Terminal Operating Plan Report (February, 1995) for a definition and discussion on "constrained" capacity.

The Interim JIT capacity should equal the Final JIT capacity[38] reduced by 15%. This reduction is based on two Interim JIT loading tracks (rather than one) dedicated exclusively to these longer trains. The Interim JIT should therefore handle a sustainable capacity of One Million annual lifts and a constrained capacity of 1,250,000 annual lifts. These capacities will allow the Phase Two facility to meet projected needs through the year 2007.

The Phase Two Interim JIT will be in service in mid 2001. It will remain in use until the Phase Three Final JIT is completed early in 2005.

Phase Three will start with the installation of fill in the Middle Harbor between the new Middle Harbor Road and the Phase Two Interim JIT. Once this fill is in place, Phase Three will build a new main gate, remove the old gate, and install additional trackage and parking. These additions will bring the JIT to its full size and capacity and final configuration.

The Phase Three Final JIT will be in service early in 2005.

CONCEPTUAL COST ESTIMATE

The conceptual costs of each phase of the JIT site and track improvements are shown in Table 9. These figures include all JIT site improvements, track improvements off of the JIT site, 10% engineering and administration costs, 25% contingencies, and interest during construction. These figures do NOT include the following items.

- Property acquisition costs
- Naval Supply Center (NSC) site preparation
- Roadway access work (Middle Harbor Rd., 7th St., etc.)
- Demolition on the NSC site
- Fencing on the south side of Middle Harbor Rd.
- Environmental Remediation
- Pier removal
- Fill removed from bay
- Fill placed in bay
- Mitigation for bay fill

[38] Oakland Joint Intermodal Terminal Operating Plan Report, February, 1995, Section 4.3.12.

Table 9. Conceptual JIT Site and Track Improvement Costs

JIT Phase	Conceptual Cost
Phase One - Temporary JIT	$ 106,000,000
Phase Two - Interim JIT	63,000,000
Phase Three - Final JIT	10,000,000
TOTAL	$ 179,000,000.00

DISCUSSION

The JIT planning team has designed ***flexibility*** into the JIT layout and Operating Plan. We believe the future success of this plan will be largely determined by how well it adapts to future changes rather than how well it fits current projections.

The main track access into and out of the JIT is one of the most important features of the facility. Intermodal trains will be able to move in and out of the JIT unimpeded. These connections will allow up to four simultaneous main line movements. This layout will provide the terminal train operations managers with the flexibility they need to successfully run their main line operations under virtually any operating scenario.

Management of the JIT must serve the interests of three entities in providing an efficient link in a seamless transportation system: the Port (marine terminals and shipping lines), UP, and SP. The Port can structure the JIT organization in several ways to achieve these goals. Four broad options appear practical.

- Port financing, design, construction, and operation of the JIT
- Formation of independent organization composed of the Port and railroads to finance, build, and operate the JIT
- Port/railroad oversight, financing, and construction with a third-party operator
- Port/railroad oversight with private financing, construction, and operation

We have established the JIT Operating Plan to meet realistic traffic levels through the year 2010 and beyond. We have laid out the JIT with the flexibility to permit the addition of up to three new tracks to accommodate additional expansion.

At the present time, railroad merger talks make it difficult to determine what the railroad map in the western United States will look like. We do not know exactly what rail combination will occur in Oakland. However, we believe that the JIT Operating Plan presented in this report has sufficient flexibility to accommodate virtually any merger situation.

The JIT will provide the shipping lines, UP, and SP with unprecedented levels of service at the lowest possible cost. Loading and unloading times will be minimized through the use of center-row parking, computerized load planning, and high-productivity lift crews. Quick turn-times on trains will result in better utilization of railroad equipment and crews, later cutoff times, and shorter transit times. The JIT will have highly automated gates that will expedite gate moves and make the JIT act like an extension of the marine terminals.

This JIT Plan will also result in more efficient local and switch engine movements for non-intermodal traffic. These efficiencies will mean better service for non-intermodal customers as well as lower costs to the railroads.

The JIT will provide economies-of-scale cost savings combined with an aggressive, well managed third party operator. The JIT operator will work under compensation packages geared toward competitive prices and service-oriented incentives. A well utilized highly productive JIT will spread capital and fixed costs over a larger number of lifts thereby reducing the amount of operating fees that the JIT's customers will pay.

This Operating Plan will allow the Port and the railroads to move forward with planning, negotiating, and constructing the JIT. The next steps include negotiations with the railroads, preparation of environmental documents (EIR/EIS), and other permitting. We recommend that the Port and railroads consider the immediate advancement of this layout to a formal "conceptual" plan. This plan would formalize the facility footprint and layout, set conceptual design standards, prepare conceptual plan drawings, and establish detailed design criteria.

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Oakland Joint Intermodal Terminal Operating Plan Report, February 1995, Summit/Lynch Consulting Engineers, Inc.

Line Diagram, Proposed SP Lines, Oakland Terminal Tracks and Facilities, version 8.00, Southern Pacific Lines Engineering Department, 4/13/94.

APPENDIX A JIT OPTIMAL SITE LAYOUT

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SCALE: 1"=600'	DESIGNED BY: MRC
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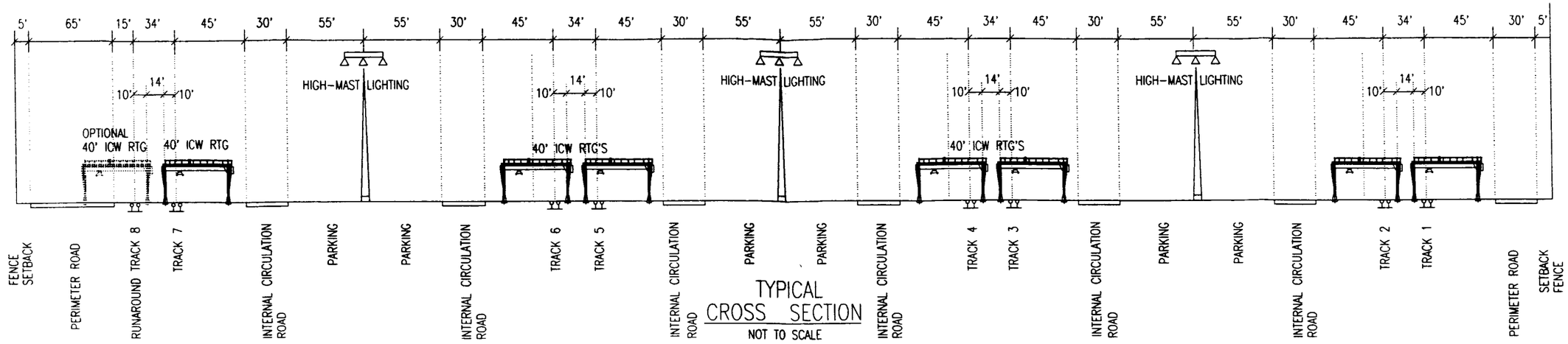
PROPOSED OAKLAND JOINT INTERMODAL
ALTERNATE 1B
FACILITY LAYOUT

SHEET 1 OF 5



TYPICAL CROSS SECTION

NOT TO SCALE

GENERAL FEATURES

308' CAR LENGTH UNLOADING TRACKS

TRACK NO.	LENGTH UNDER CRANE	CAR SPOTS
1	6030 TF	20
2	6030 TF	20
3	6027 TF	19
4	6027 TF	19
5	6960 TF	23
6	6960 TF	23
7	8241 TF	27
8	RUNAROUND (7884 TF)	
TOTAL=46,275 TF = 151 CARS		

AREA=341 ACRES
(INCLUDING CONTAINER YARD)

PARKING SLOTS ON JIT

TYPE OF PARKING	FINAL BUILDOUT [1]		PLUS NAVY PARCEL [2]		PLUS CONTAINER [3] YARD REMOVED	
	ACRES	SLOTS	ACRES	SLOTS	ACRES	SLOTS
CENTER-ROW	51.17	3823	51.17	3823	51.17	3823
SATELLITE (FOR TRAILERS, CONTAINERS ON CHASSIS)	25.0	675	50.0	1350	74.4	2010
CHASSIS SLOTS (PACK-PARKED)	20.64	2064	28.6	2860	28.6	2860

1. ASSUMES SATELLITE PARKING AT 27 SLOTS/ACRE, CHASSIS PACK-PARKED AT 100/ACRE
2. ASSUMES NAVY PARCEL IS DIVIDED INTO 75% SATELLITE SLOTS AND 25% CHASSIS AREAS
3. ASSUMES TO CY IS RELOCATED OFF THE JIT PROPERTY WITH 100% OF THE PROPERTY DEDICATED TO SATELLITE PARKING

KNIGHT YARD

TRACK NO.	TRACK FEET	CAR SPOTS (308' CARS)
1	3645	12
2	3650	12
3	3400	11
4	4395	14
5	3645	12
6	3555	11
7	4175	13
8	4223	13
9	4050	13
10	3970	12
11	3800	12
12	3628	11
13	3470	11
14	3205	10
15	3080	10
16	3005	9
17	2882	9
18	2815	9
19	2575	8
20	2365	7
21	2140	7
22	1890	6
23	1695	5
24	1445	4
TOTAL=76,703 TF = 241 CARS		

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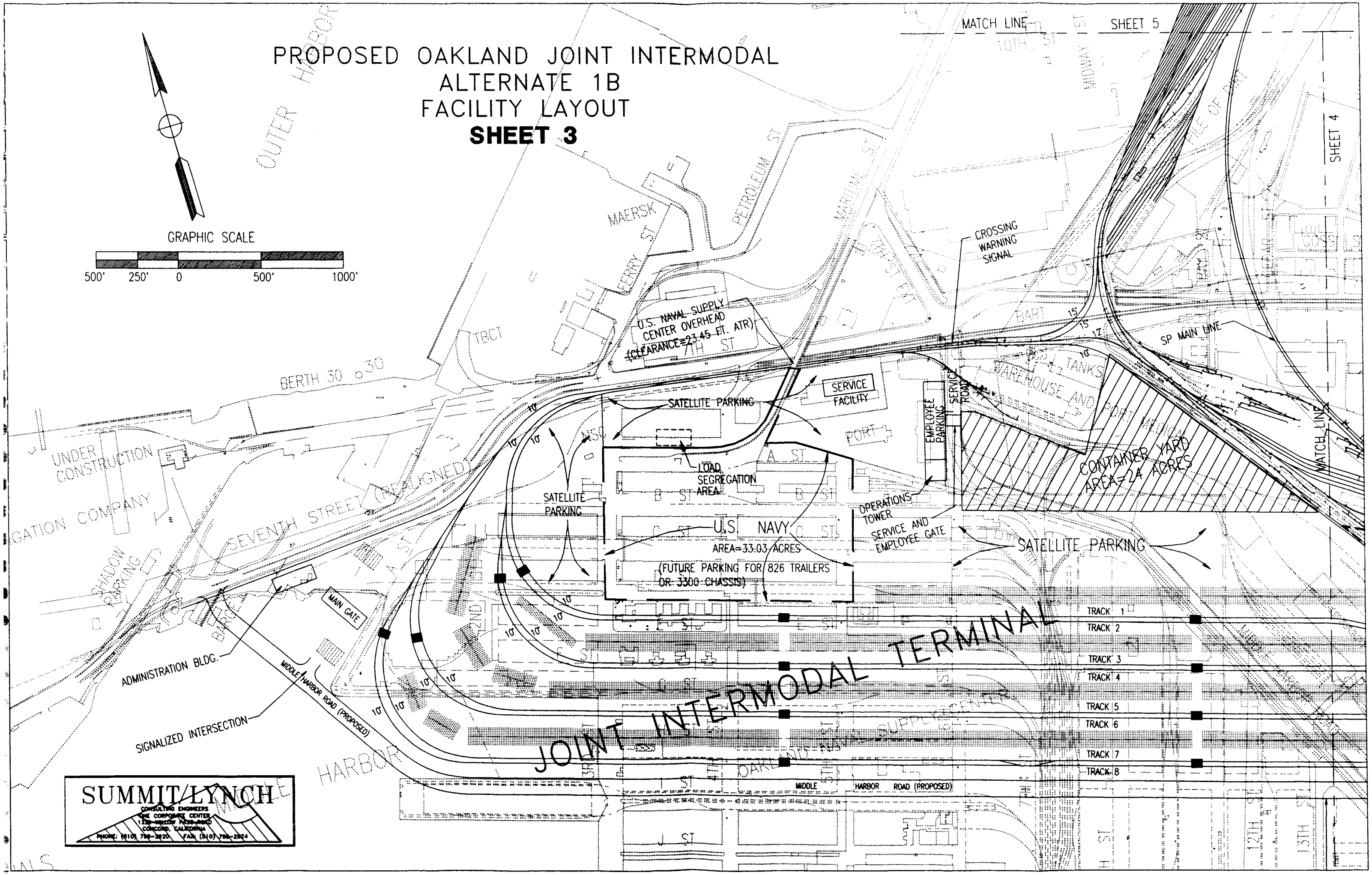
PROPOSED OAKLAND JOINT INTERMODAL
ALTERNATE 1B
FACILITY LAYOUT

PROPOSED OAKLAND JOINT INTERMODAL
ALTERNATE 1B
FACILITY LAYOUT
SHEET 3



PROPOSED OAKLAND JOINT INTERMODAL
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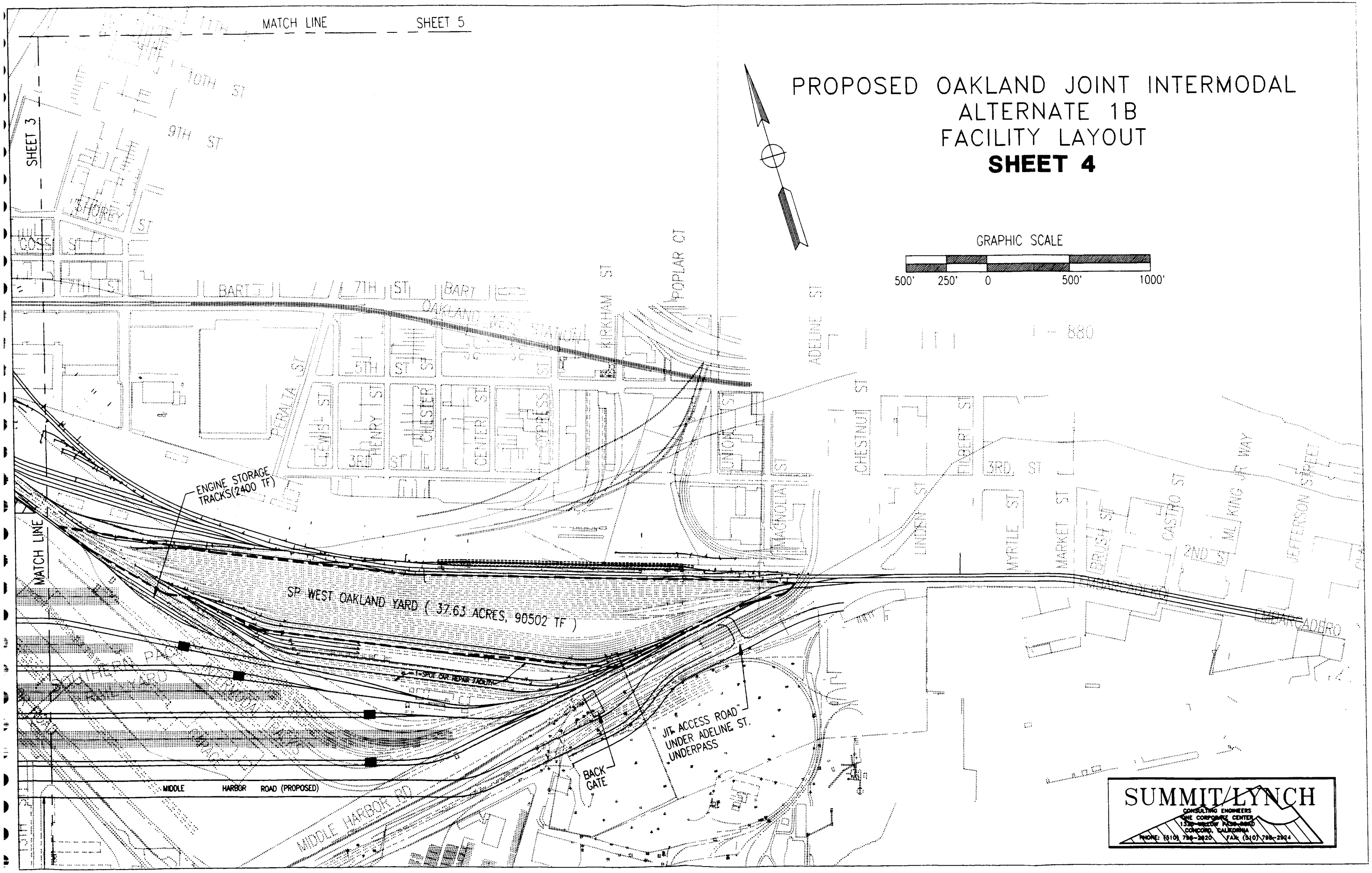
SHEET 4



PROPOSED OAKLAND JOINT INTERMODAL
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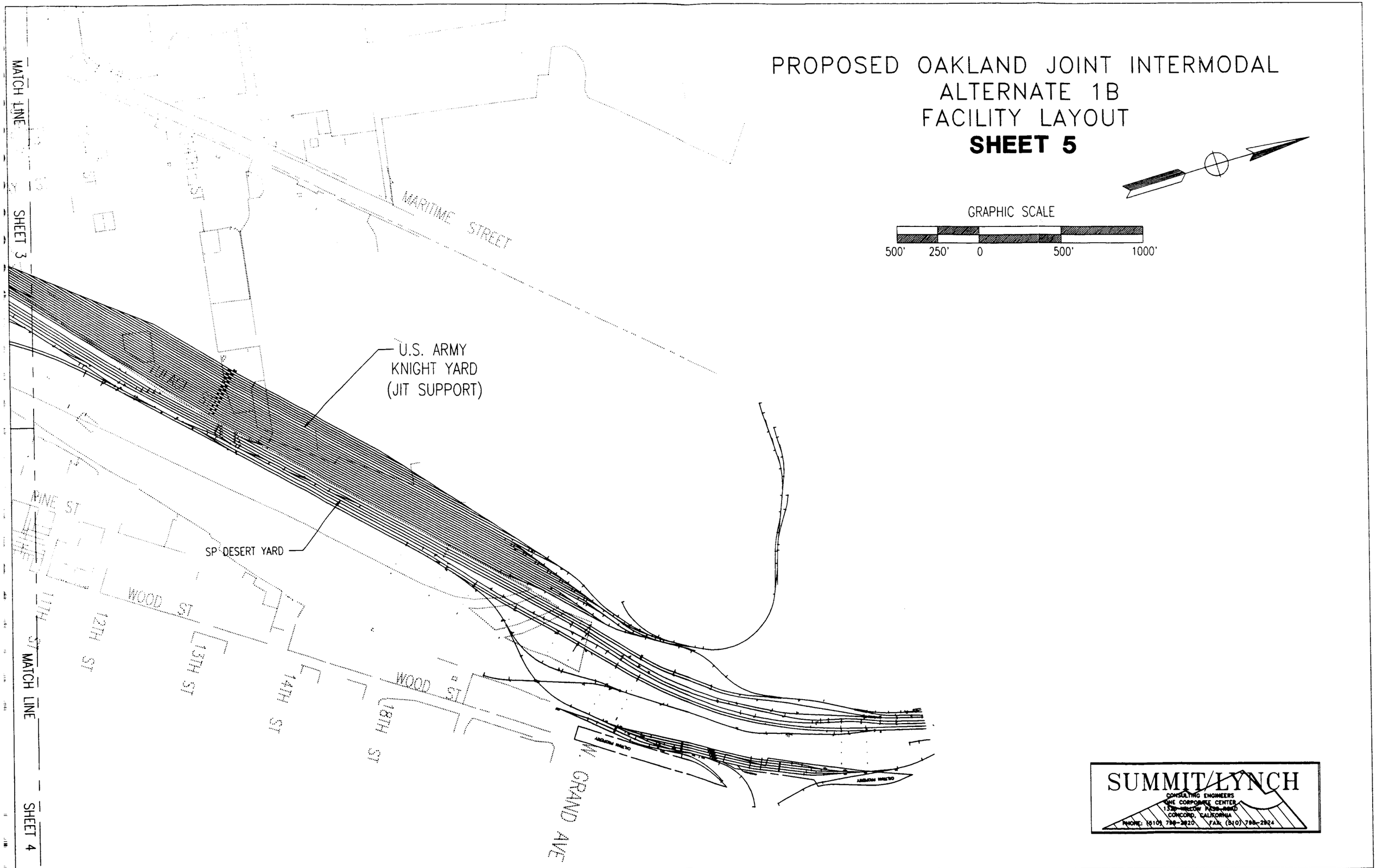
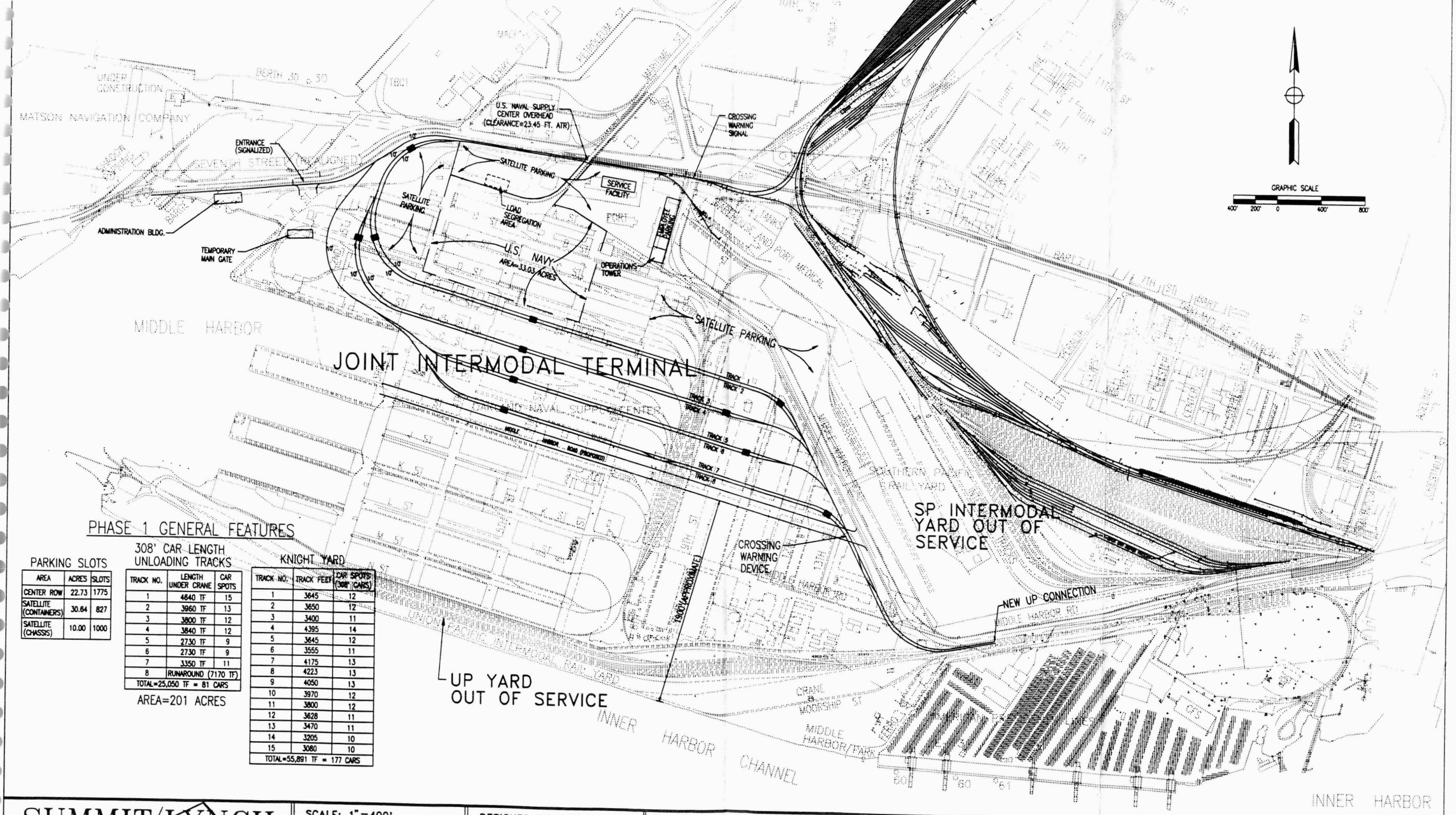


APPENDIX B PROJECT PHASING DRAWINGS



PHASE 1 GENERAL FEATURES

PARKING SLOTS

AREA	ACRES	SLOTS
CENTER ROW	22.73	1775
SATELLITE (CONTAINERS)	30.64	827
SATELLITE (CHASSIS)	10.00	1000

308' CAR LENGTH UNLOADING TRACKS

TRACK NO.	LENGTH UNDER CRANE	CAR SPOTS
1	4640 TF	15
2	3960 TF	13
3	3800 TF	12
4	3840 TF	12
5	2730 TF	9
6	2730 TF	9
7	3350 TF	11
8	RUNAROUND (7170 TF)	
TOTAL=25,050 TF = 81 CARS		

AREA=201 ACRES

KNIGHT YARD

TRACK NO.	TRACK FEET	CAR SPOTS (308' CARS)
1	3645	12
2	3650	12
3	3400	11
4	4395	14
5	3645	12
6	3555	11
7	4175	13
8	4223	13
9	4050	13
10	3970	12
11	3800	12
12	3628	11
13	3470	11
14	3205	10
15	3080	10
TOTAL=55,891 TF = 177 CARS		

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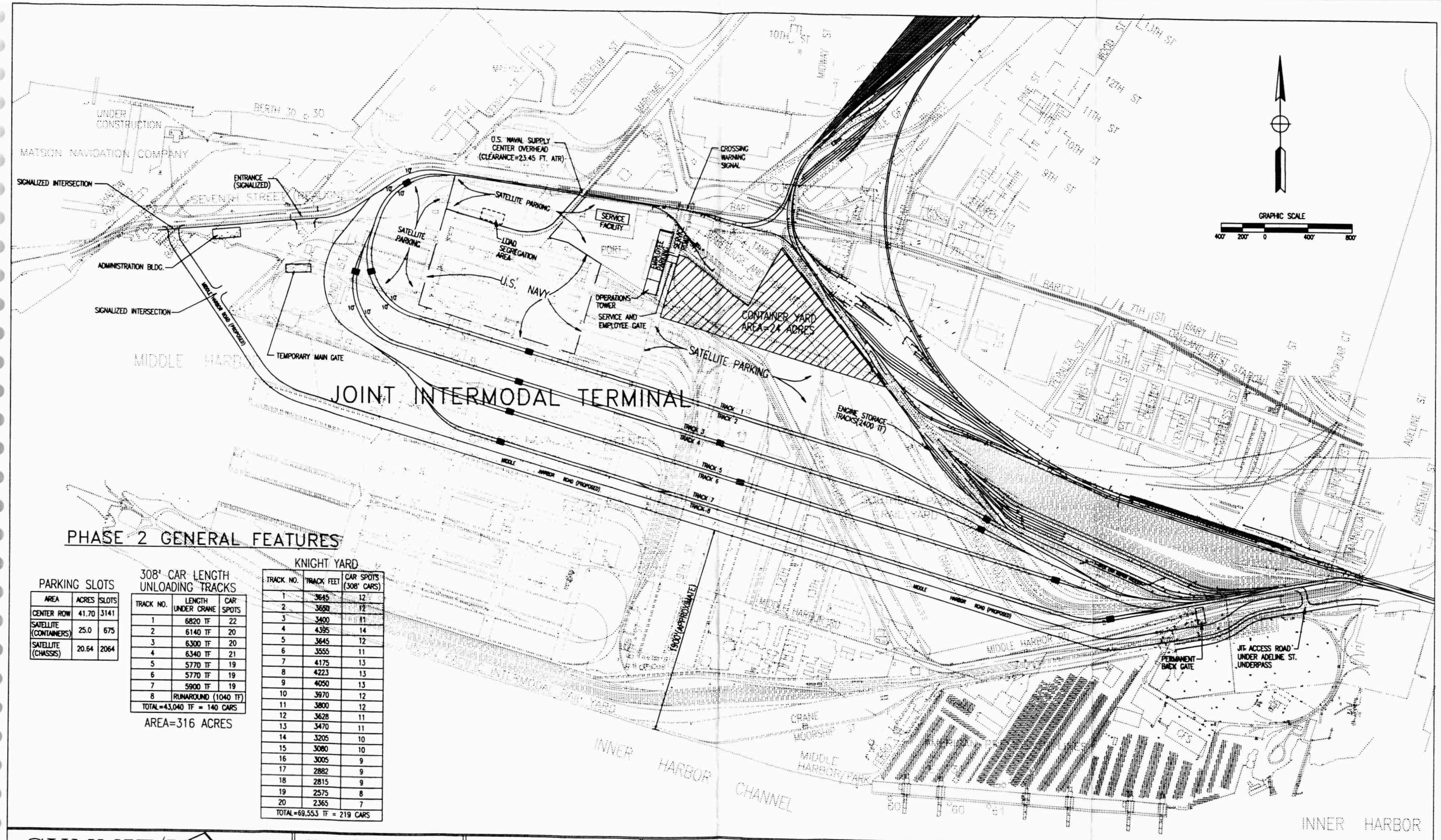
PHASE 1–TEMPORARY JIT

SHEET 1 OF 3



PHASE 2 GENERAL FEATURES

PARKING SLOTS

AREA	ACRES	SLOTS
CENTER ROW	41.70	3141
SATELLITE (CONTAINERS)	25.0	675
SATELLITE (CHASSIS)	20.64	2064

308' CAR LENGTH UNLOADING TRACKS

TRACK NO.	LENGTH UNDER CRANE	CAR SPOTS
1	6820 TF	22
2	6140 TF	20
3	6300 TF	20
4	6340 TF	21
5	5770 TF	19
6	5770 TF	19
7	5900 TF	19
8	RUNAROUND (1040 TF)	
TOTAL=43,040 TF = 140 CARS		

AREA=316 ACRES

KNIGHT YARD

TRACK NO.	TRACK FEET	CAR SPOTS (308' CARS)
1	3645	12
2	3658	12
3	3400	11
4	4395	14
5	3645	12
6	3555	11
7	4175	13
8	4223	13
9	4050	13
10	3970	12
11	3800	12
12	3628	11
13	3470	11
14	3205	10
15	3080	10
16	3005	9
17	2882	9
18	2815	9
19	2575	8
20	2365	7
TOTAL=69,553 TF = 219 CARS		

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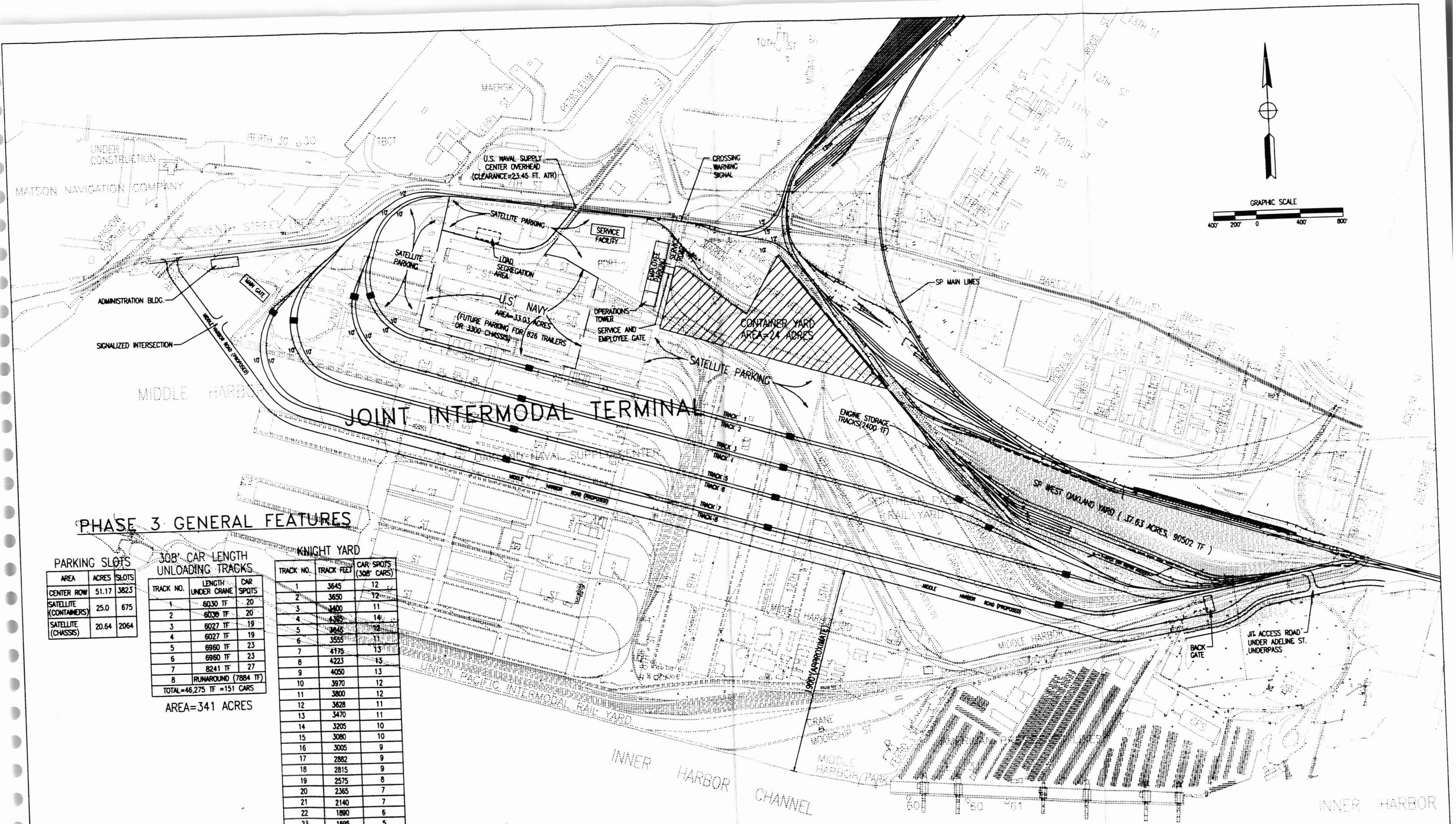
PHASE 2–INTERIM JIT

SHEET 2 OF 3



PHASE 3 GENERAL FEATURES

PARKING SLOTS

AREA	ACRES	SLOTS
CENTER ROW	51.17	3823
SATELLITE (CONTAINERS)	25.0	675
SATELLITE (CHASSIS)	20.64	2064

308' CAR LENGTH UNLOADING TRACKS

TRACK NO.	LENGTH UNDER CRANE	CAR SPOTS
1	6030 TF	20
2	6030 TF	20
3	6027 TF	19
4	6027 TF	19
5	6960 TF	23
6	6960 TF	23
7	8241 TF	27
8	RUNAROUND (7884 TF)	
TOTAL=46,275 TF =151 CARS		

AREA=341 ACRES

KNIGHT YARD

TRACK NO.	TRACK FEET	CAR SPOTS (308' CARS)
1	3645	12
2	3650	12
3	3400	11
4	4325	14
5	3645	12
6	3555	11
7	4175	13
8	4223	13
9	4050	13
10	3970	12
11	3800	12
12	3628	11
13	3470	11
14	3205	10
15	3080	10
16	3005	9
17	2882	9
18	2815	9
19	2575	8
20	2365	7
21	2140	7
22	1890	6
23	1695	5
24	1445	4
TOTAL=76,703 TF = 241 CARS		

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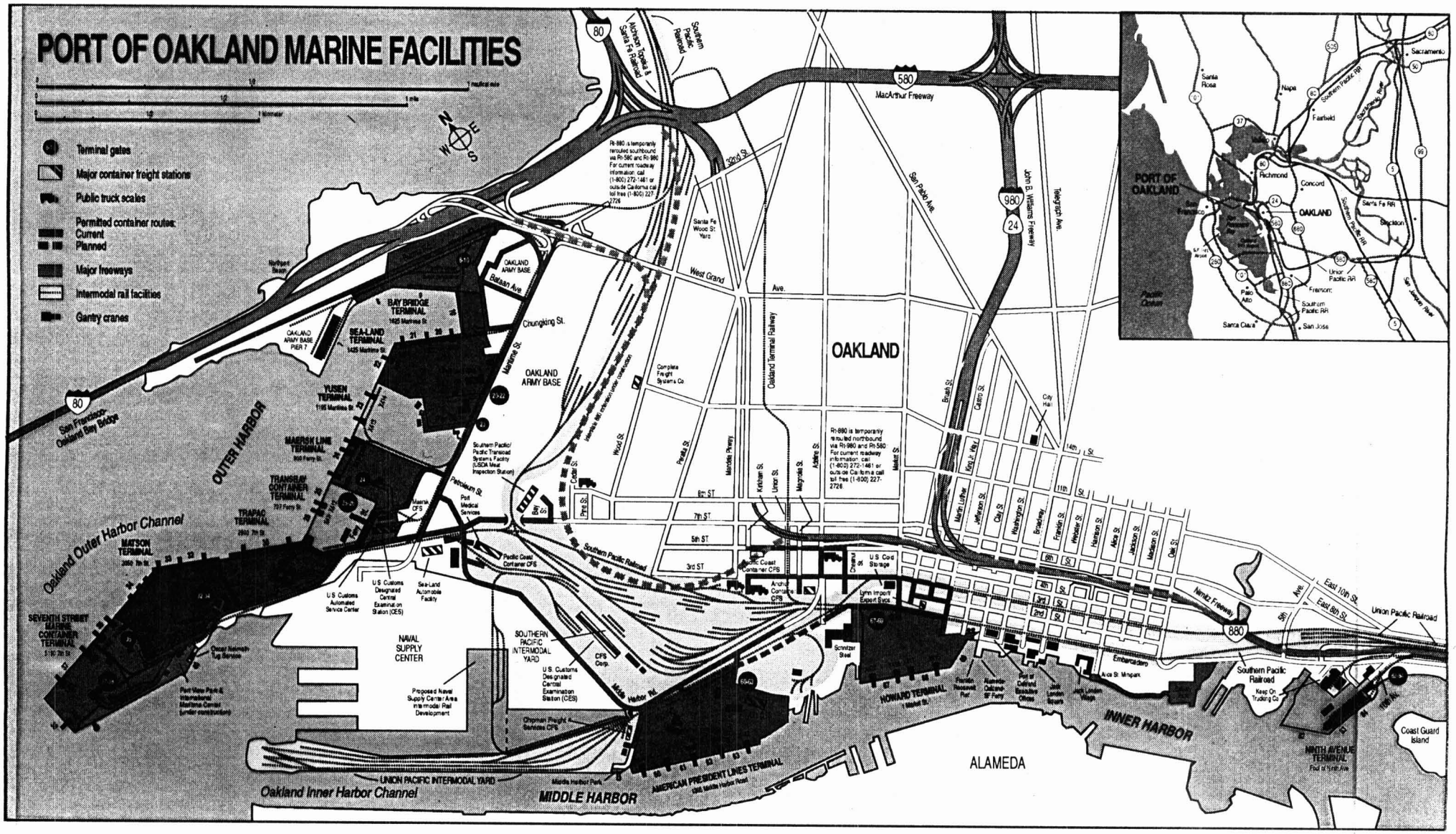
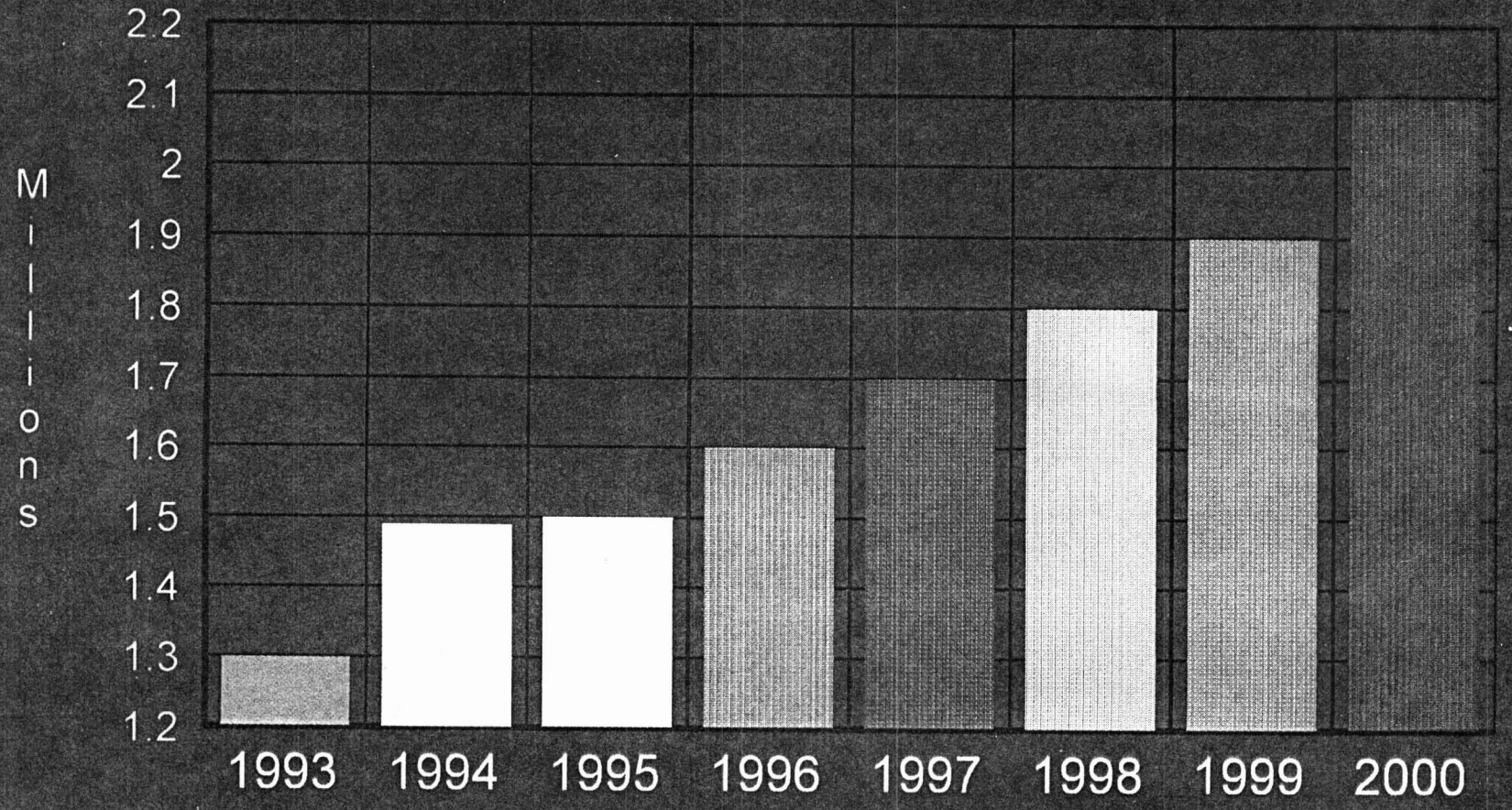
PHASE 3–FINAL JIT

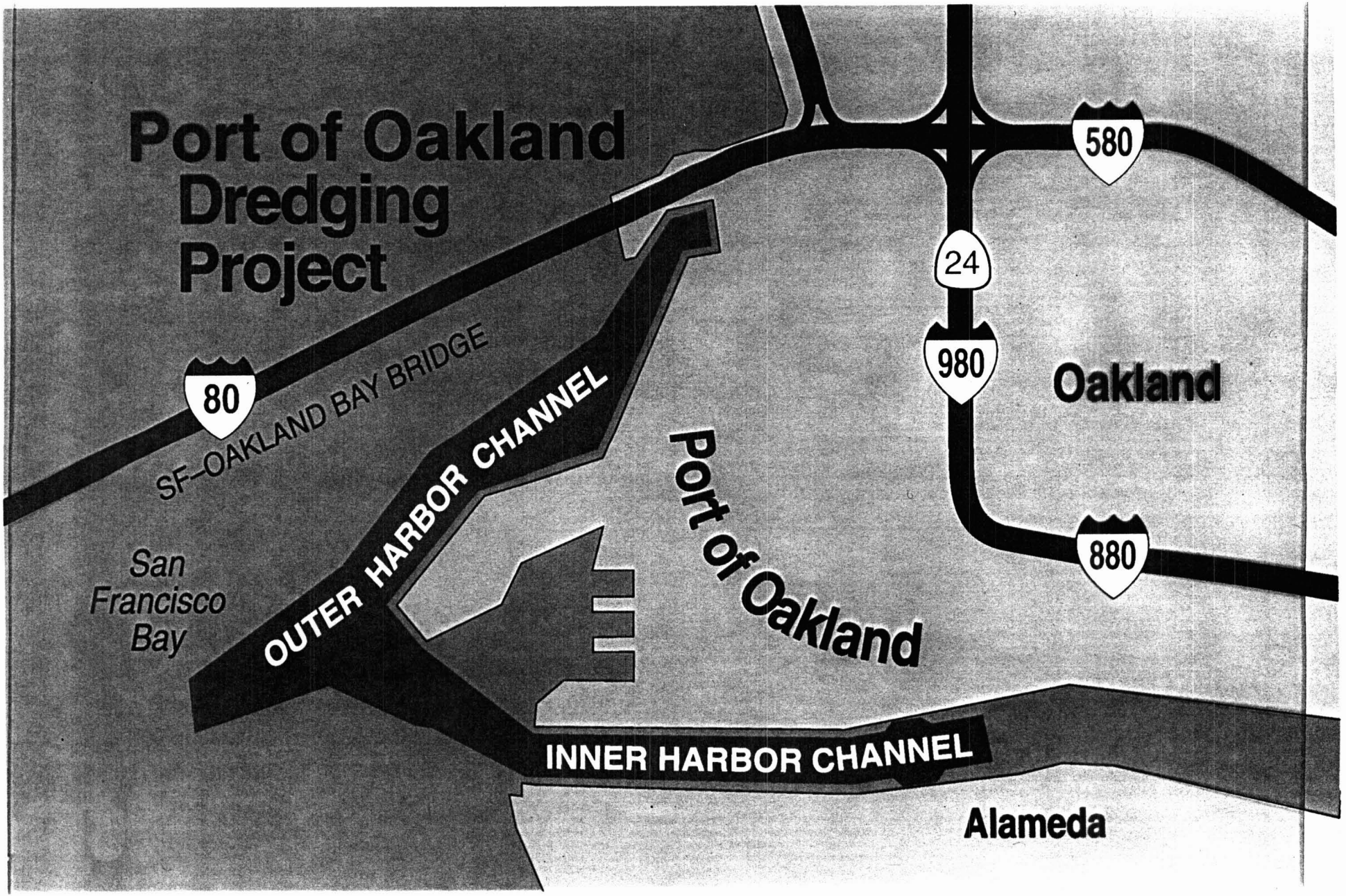
SHEET 3 OF 3


PORT OF OAKLAND MARINE FACILITIES
Terminal gates
Major container freight stations
Public truck scales
Permitted container routes:
Current
Planned
Major freeways
Intermodal rail facilities
Gantry cranes
OUTER HARBOR
Oakland Outer Harbor Channel
San Francisco-Oakland Bay Bridge
OAKLAND ARMY BASE PIER 7
SEA-LAND TERMINAL
BAY BRIDGE TERMINAL
YUSEN TERMINAL
MAERSK LINE TERMINAL
TRANSBAY CONTAINER TERMINAL
TRAPAC TERMINAL
MATSON TERMINAL
SEVENTH STREET MARINE CONTAINER TERMINAL
OAKLAND ARMY BASE
Bataan Ave.
Chungking St.
Maritime St.
Petroleum St.
Port Medical Services
Southern Pacific/ Pacific Transload Systems Facility (USDA Meat Inspection Station)
U.S. Customs Automated Service Center
U.S. Customs Designated Central Examination Station (CES)
Sea-Land Automobile Facility
NAVAL SUPPLY CENTER
Proposed Naval Supply Center Area Intermodal Rail Development
SOUTHERN PACIFIC INTERMODAL YARD
CFS Corp.
Pacific Coast Container CFS
Chapman Freight Services CFS
UNION PACIFIC INTERMODAL YARD
Oakland Inner Harbor Channel
MIDDLE HARBOR
AMERICAN PRESIDENT LINES TERMINAL
Middle Harbor Rd.
Southern Pacific Railroad
Santa Fe Wood St. Yard
West Grand Ave.
Oakland Terminal Railway
OAKLAND
Complete Freight Systems Co.
Wood St.
Peralta St.
Mandela Pkwy
Kirkham St.
Linor St.
Magnolia St.
Adeline St.
Market St.
Chevrolet
U.S. Cold Storage
Lynn Import Export Elvtr.
Schnitzer Steel
HOWARD TERMINAL
Brush St.
Castro St.
City Hall
Martin Luther King Jr. Way
Jefferson St.
Clay St.
Washington St.
Broadway
Franklin St.
Webster St.
Harrison St.
Alice St.
Jackson St.
Madison St.
Oak St.
Nimitz Freeway
Embarcadero
Alice St. Mini-park
Port of Oakland Maritime Offices
Jack London Square
Jack London Village
Southern Pacific Railroad
Keep On Trucking Co.
INNER HARBOR
ALAMEDA
Coast Guard Island
NINTH AVENUE TERMINAL
Foot of Ninth Ave.
Union Pacific Railroad
East 10th St.
East 8th St.
5th Ave.
MacArthur Freeway
San Pablo Ave.
John B. Williams Freeway
Telegraph Ave.
Hanford Beach
Southern Pacific Railroad
Atchison, Topeka & Santa Fe Railroad
Sacramento
Santa Rosa
Napa
Fairfield
Vallejo
Richmond
Concord
PORT OF OAKLAND
San Francisco
OAKLAND
Santa Fe RR
Stockton
Southern Pacific RR
Union Pacific RR
Fremont
Palo Alto
Santa Clara
San Jose
Pacific Ocean
San Joaquin River

PORT OF OAKLAND

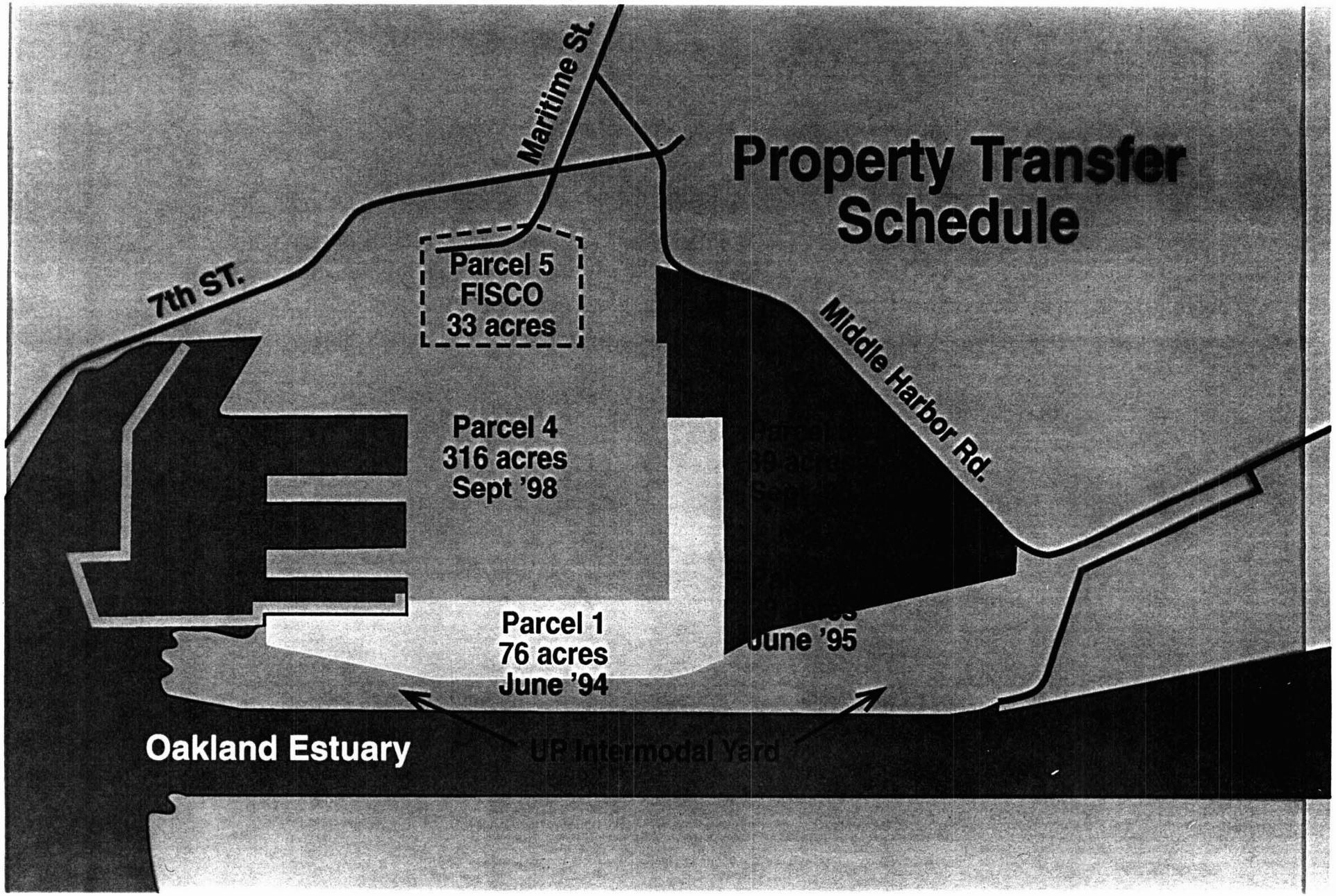
PROJECTED GROWTH IN TEUS




Port of Oakland
Dredging
Project
80
SF–OAKLAND BAY BRIDGE
OUTER HARBOR CHANNEL
San
Francisco
Bay
Port of Oakland
24
980
580
880
Oakland
INNER HARBOR CHANNEL
Alameda

SPECIAL LEGISLATION

Special legislation, jointly drafted by the Navy and the Port of Oakland and sponsored by Congressman Ronald V. Dellums was enacted under the Defense Authorization Act of 1993. The legislation authorizes the Secretary of the Navy to lease portions of the Fleet Industrial Supply Center Oakland to the Port of Oakland as the Secretary determines is available.


Property Transfer Schedule
Maritime St.
7th ST.
Middle Harbor Rd.
Parcel 5
FISCO
33 acres
Parcel 4
316 acres
Sept '98
Parcel 1
76 acres
June '94
June '95
Oakland Estuary
UP Intermodal Yard

ECONOMIC IMPACT OF INTERIM USE

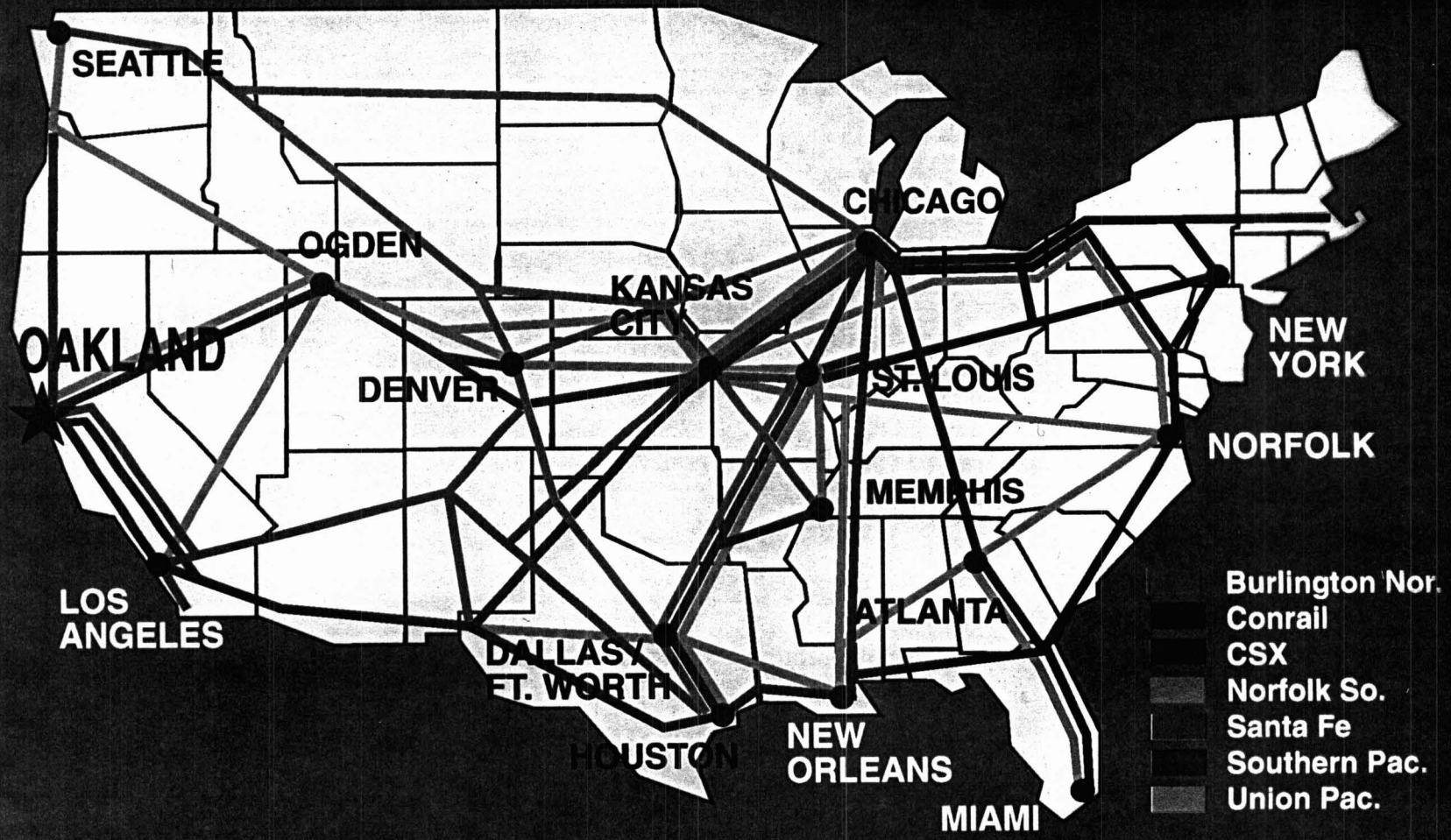
Harbor Transportation Center

DIRECT JOBS	326
PAYROLL	$8,150,000
INDUCED JOBS	139

ECONOMIC IMPACT OF VISION 2000

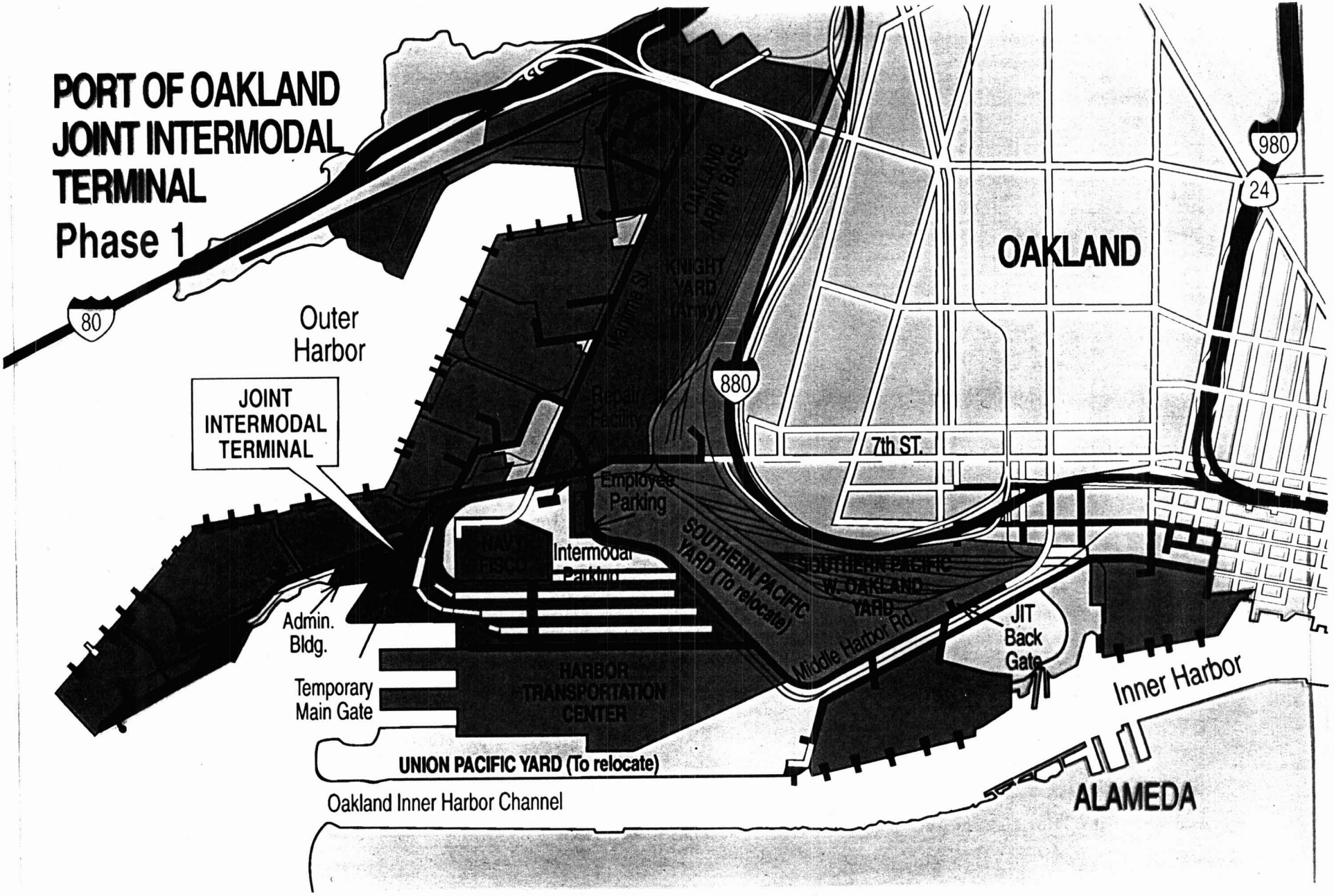
DIRECT JOBS	**4,500**
Maritime	1,100
Railroad	800
Cargo support	2,600
INDUCED JOBS	**2,000**
BUSINESS REVENUE	**$1 billion**
Includes: Payroll	$280 million
State/local taxes	$25 million

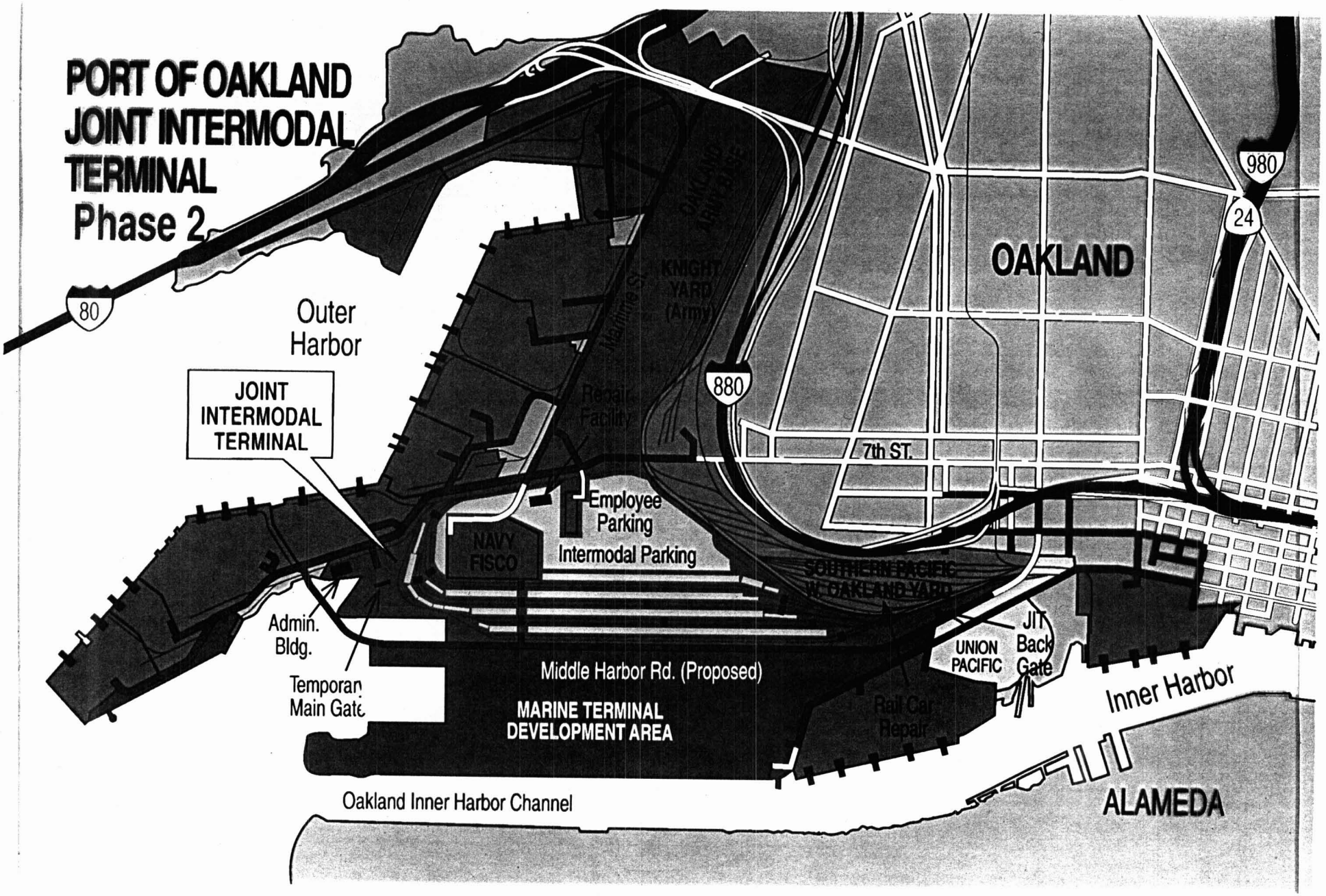
Major U.S. Rail Systems

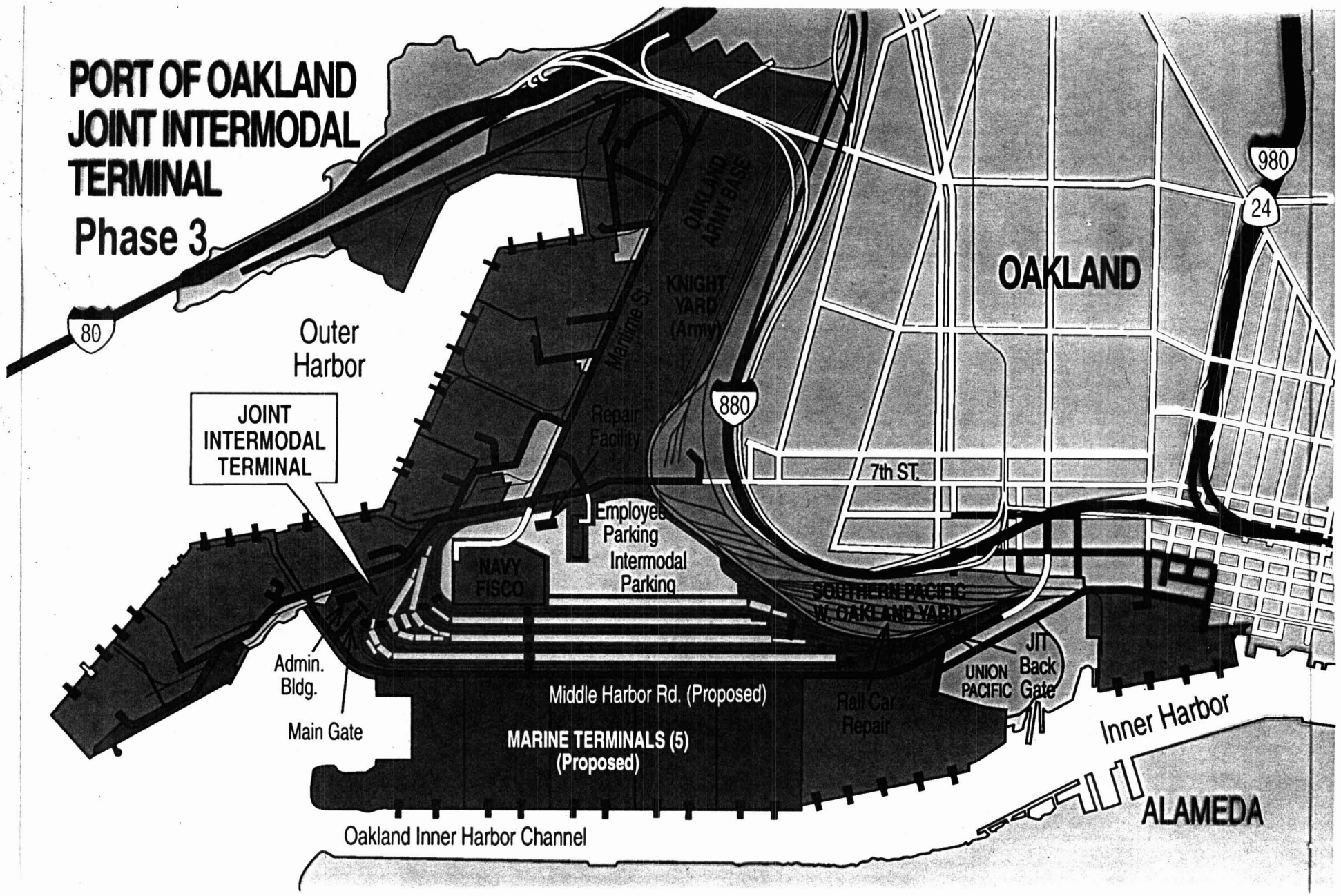


PORT OF OAKLAND JOINT INTERMODAL TERMINAL

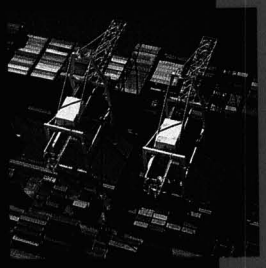
Phase 1




PORT OF OAKLAND
JOINT INTERMODAL
TERMINAL
Phase 2
80
Outer
Harbor
JOINT
INTERMODAL
TERMINAL
Repair
Facility
KNIGHT
YARD
(Army)
880
OAKLAND
980
24
7th ST.
Employee
Parking
Intermodal Parking
NAVY
FISCO
SOUTHERN PACIFIC
W. OAKLAND YARD
Admin.
Bldg.
Temporar
Main Gate
Middle Harbor Rd. (Proposed)
MARINE TERMINAL
DEVELOPMENT AREA
UNION
PACIFIC
JIT
Back
Gate
Rail Car
Repair
Inner Harbor
Oakland Inner Harbor Channel
ALAMEDA


PORT OF OAKLAND
JOINT INTERMODAL
TERMINAL
Phase 3
80
Outer
Harbor
JOINT
INTERMODAL
TERMINAL
OAKLAND ARMY BASE
KNIGHT YARD (Army)
Maritime St.
Repair Facility
880
OAKLAND
980
24
7th ST.
Employee Parking
Intermodal Parking
NAVY FISCO
SOUTHERN PACIFIC W. OAKLAND YARD
JIT Back Gate
UNION PACIFIC
Admin. Bldg.
Main Gate
Middle Harbor Rd. (Proposed)
Rail Car Repair
MARINE TERMINALS (5)
(Proposed)
Inner Harbor
ALAMEDA
Oakland Inner Harbor Channel

This page is a map of the Port of Oakland Guide to Marine Facilities. The map is too large to be scanned in to view electronically.



Port of Oakland
VISION 2000

Expansion and Modernization Programs

Port of Oakland

VISION 2000

Expansion and Modernization Programs

Port of Oakland • Maritime Division • March 1995
530 Water Street • Oakland, CA 94604-2064 • Tel. No. (510) 272-1305 • Fax (510) 839-6899

INTRODUCTION

The Port of Oakland is moving forward. We are expanding, modernizing and investing in facilities to meet the needs of our shipping line clients. Our customers continue to add larger class ships at a steady pace. The post-panamax class vessels require deeper channels, longer berths and 4th generation cranes with increased outreach and height. To meet the needs of our customers, the Port of Oakland has developed the Vision 2000 program.

WHAT IS VISION 2000?

Vision 2000 is a systematic program of modernizing and expanding Oakland's facilities. The program consists of four major elements:

Our highest priority is dredging.

- Dredging
- Naval Supply Center Property Acquisition
- Joint Intermodal Terminal
- Terminal Modernization & Expansion

Our highest priority is dredging. To date, we have accomplished our initial objective of dredging the harbor channels to 38 feet. Our next goal is to deepen the channels to 42 feet. President Clinton's assistance was instrumental in making dredging a national priority and directing the Army Corps of Engineers to move our project forward. The 42-foot project began in December 1994.

Oakland's ability to expand depends on the availability of additional acreage. We have now occupied the initial 76.5 acres of a 200 acre parcel recently acquired from the Naval Supply Center and have initiated negotiations for additional acreage. Intermodally, our expansion efforts will focus on the development of near-dock facilities with direct access for all rail and ocean carrier participants. The modernization and expansion component represents ongoing projects to upgrade our cranes, berths, and infrastructure. The goal is to create more efficient terminals that meet the needs of our shipping line customers.

This brochure is designed to familiarize you with our Vision 2000 program and benefits. We hope that you will find the information useful and informative. A Vision 2000 video is also available. For additional information or a copy of the video, please feel free to contact the Maritime Division at 510-272-1305.

DREDGING

BACKGROUND

The continuing increase in containership size requires deeper channels at the Port of Oakland. Fourth generation containerships carrying up to 4,400 containers (in TEU's) are now commonplace. Figure 1 illustrates the number of newbuild ships (including panamax and post-panamax) that now call or may call Oakland in the near future. Oakland's highest priority is the dredging of deep draft channels to provide for the safe navigation of the larger class ships.

SHIPPING LINE	NUMBER & SIZE OF SHIPS	DEPLOYMENT DATE
APL	6 - 4,800 TEU's	1995
APL	3 - 3,600 TEU's	1996
Cho Yang	6 - 4,000 TEU's	1995
COSCO	5 - 3,500 TEU's	Deployed
COSCO	6 - 5,250 TEU's	1996/97
Evergreen	5 - 4,900 TEU's	1994/95
DSR-Senator	3 - 2,850 TEU's	Deployed
Hanjin	6 - 4,024 TEU's	Deployed
Hanjin	2 - 4,970 TEU's	1996/97
Hapag Lloyd	6 - 4,000 TEU's	1995/96
Hyundai	6 - 5,046 TEU's	1996
K-Line	5 - 3,456 TEU's	Deployed
Maersk Line	5 - 4,800 TEU's	1995/96
Maersk Line	3 - 4,000 TEU's	1995/96
Maersk Line	1 - 4,300 TEU	1996
Mitsui-O.S.K. Line	5 - 4,800 TEU's	1995
Mitsui-O.S.K. Line	3 - 2,900 TEU's	1995
NOL	6 - 4,392 TEU's	1995/96
N.Y.K. Line	3 - 4,800 TEU's	1995
Nedlloyd	4 - 4,000 TEU's	1994/95
OOCL	6 - 4,950 TEU's	1995/96
P & O	2 - 4,000 TEU's	1997
Sea Land	4 - 4,000 TEU's	1995/96
Yangming	4 - 3,500 TEU's	1995

FIGURE 1 - NEWBUILD SHIPS

DESCRIPTION

The Port of Oakland's dredging program is a federally authorized project now being implemented by the Army Corps of Engineers to deepen the Port's Inner and Outer Harbor channels to a depth of -42 feet MLLW. The cost of the project is cost shared between the Port and the federal government. The project has two separate phases. The deepening of the harbor to -38 feet MLLW was successfully completed in December 1992. A contract for the second phase was awarded in December 1994 to deepen both the Inner and Outer Harbor channels to -42 feet MLLW.

The 42-foot phase will require the removal of approximately 5.6 million cubic yards of dredged material. The identification, assessment and approval of appropriate upland and ocean dredge disposal sites is a major element of the 42-foot project.

Significant progress has been achieved in the 42-foot phase with the identification of Galbraith Golf Course as an upland site for disposal of approximately 1.0 million cubic yards of dredge materials. The Galbraith site is owned by the Port and is located close to the Oakland International Airport. An ocean disposal site will be used for 2.6 million cubic yards of dredge materials and 2.0 million cubic yards is proposed for use in wetlands restoration at Sonoma Baylands.

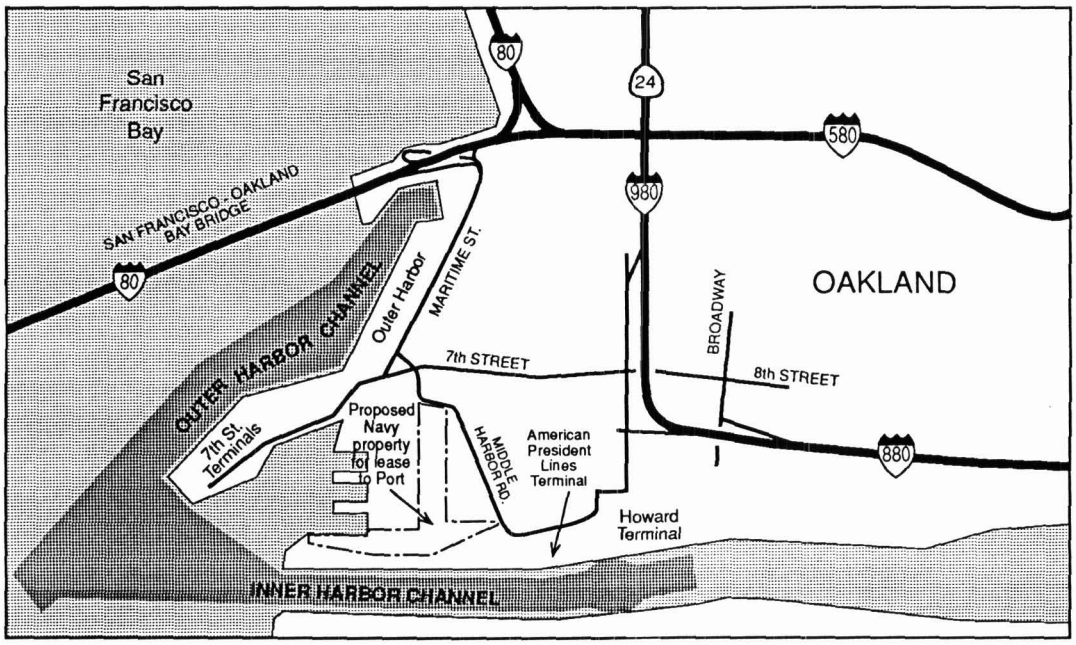


FIGURE 2 - PORT OF OAKLAND DREDGING MAP

MPROVING HE DREDGING ROCESS

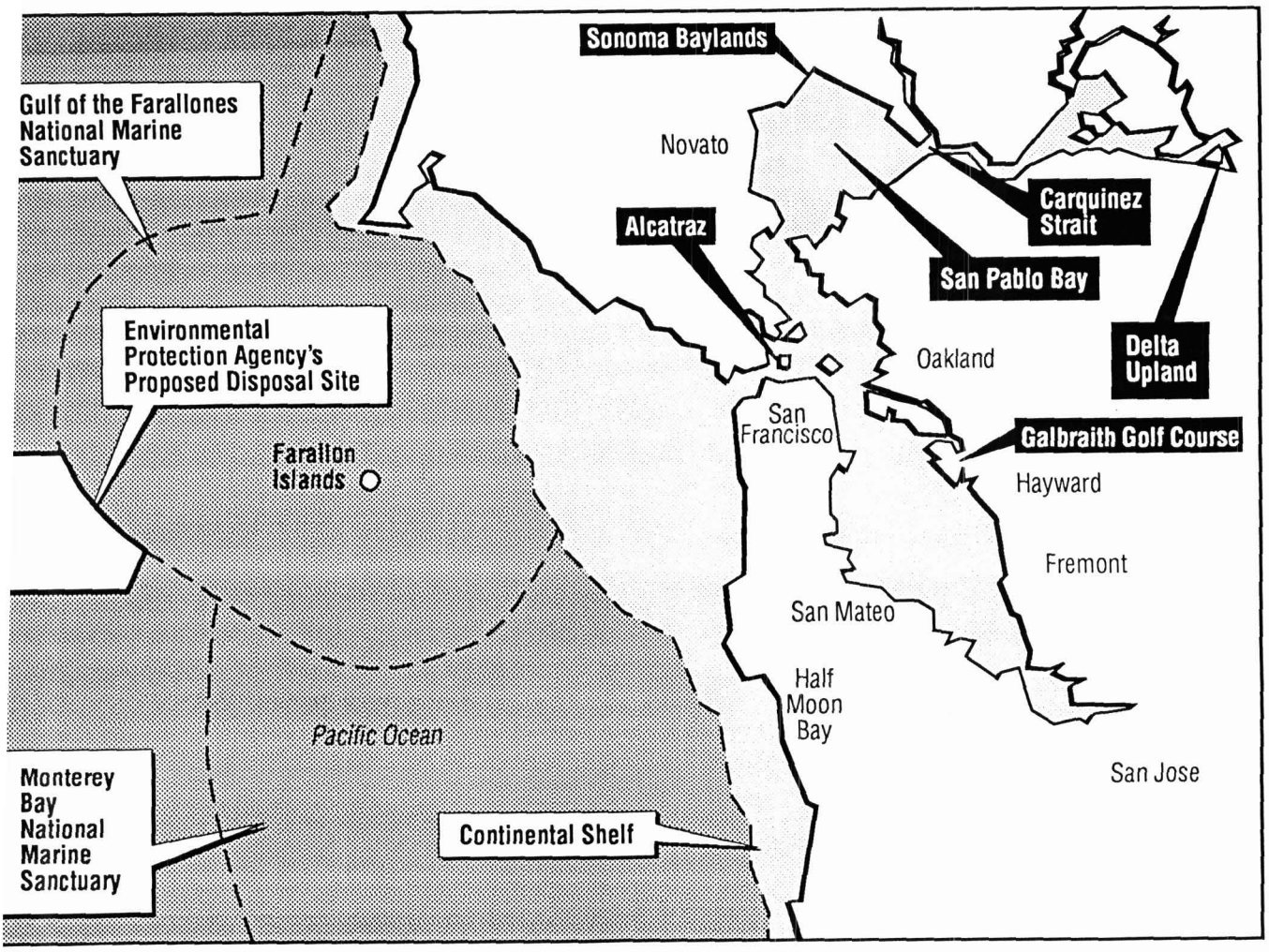
The complexity and challenges of the dredging approval process have resulted in lengthy delays and high costs for Oakland and our shipping lines. The Port of Oakland management has taken a leadership role in improving the dredging process. Working closely with our elected officials, the Port's executives and Congressman Ronald V. Dellums were able to advise President Clinton about the serious impact of continued dredging delays. President Clinton responded positively to our request for assistance and visited the Port of Oakland in August of 1993. During his visit he directed the Army Corps of Engineers to "get on with it" to move our dredging project forward. A direct result of his visit was the establishment of a "White House Oakland Dredging Task Force" whose purpose is to monitor and advance the progress of Oakland's dredging projects.

The Interagency Working Group on the Dredging Process was established by the U.S. Department of Transportation on October 28, 1993 to identify and address interagency problems with the national dredging processes. Members of the group include the Army, Environmental Protection Agency (EPA), U.S. Department of the Interior, National Marine Fisheries and the National Oceanic & Atmospheric Administration (NOAA). These agencies are responsible for administering over 60 laws that regulate the dredging process. The group's report proposes several changes to the dredging process. Work also continues with the American Association of Port Authorities (AAPA) to establish a National Dredging Policy in 1995. A consistent policy will help to ensure that future dredging projects can be implemented in a timely and cost-effective manner.

CURRENT STATUS

The 42-foot project is moving forward at a steady pace. Significant progress has occurred with the identification of suitable disposal sites. The Environmental Protection Agency (EPA) has completed the process to enable the use of an disposal site 50 miles west of the Golden Gate Bridge. The state and federal government have agreed on the use of clean sediment to

restore a tidal wetland - Sonoma Baylands. The Port and City of Oakland have signed an agreement to use Galbraith Golf Course as an upland disposal site for approximately 1.0 million cubic yards of dredge materials. The balance of the material is suitable for aquatic disposal.



Source: Examiner Graphics

FIGURE 3 - MAP OF POTENTIAL DREDGE DISPOSAL SITES

SCHEDULE

The 42-foot project started in December 1994 with the award of a construction contract to Dutra Construction Company. The contractor has until April 1997 to complete the dredging. However, his preliminary schedule indicates he will complete the work by the end of 1996.

NAVAL SUPPLY CENTER (NSC).....

BACKGROUND

In early 1940, the Port/City of Oakland sold approximately 400 acres to the U.S. Government for one dollar for the development of the Naval Supply Center. As part of the sale, and included in the grant deed, is a clause which provides that the title to the land shall revert automatically to the Port if the lands "shall cease substantially to be used for a naval supply depot, or for other naval or military purposes." Both the San Francisco Bay Plan and the Seaport Plan designate this land for port priority use. Since the mid 1980's, the Port of Oakland has been engaged in negotiations to acquire surplus Navy property. Enabling legislation, jointly drafted by the Port and the Navy and sponsored by Congressman Ronald V. Dellums, was signed into law in November 1987. The legislation authorized the Port and Navy to negotiate a long-term lease of up to 220 acres of the Naval Supply Center for commercial use.

DESCRIPTION

The Naval Supply Center has recently changed its name to the "Fleet Industrial and Supply Center, Oakland (FISCO)". FISCO's 541 acre facility is located in the middle of the Port terminal area and adjacent to the Union Pacific rail yard. The Port has two objectives for the short and long-term development of the FISCO property. Our short-term goal is to immediately lease up to 220 acres to meet current railroad operational needs and to stimulate economic activity and job creation. This is proceeding with the creation of the Port of Oakland's "Harbor Transportation Center" that includes truck depots, warehousing space, intermodal facilities and expansion space for Union Pacific. The long-term goal is to ultimately acquire a total of 400 plus acres of the FISCO property for the long-term development of new intermodal and container/terminal facilities. Acquisition of the 400 plus acres will increase Oakland's present size in excess of 50 percent.

CURRENT STATUS

When President Clinton visited the Port of Oakland on August 13, 1993 he also directed the Navy to immediately finalize negotiations to lease up to approximately 220 acres of land for 50 years to the Port of Oakland. Oakland successfully concluded negotiations with the Navy on December 3,

1993 to acquire the first parcel of the Navy property consisting of 76.5 acres. The Port and Navy are now working towards transfer of the remaining acres. Several design options are being developed and an artist's concept for the redeveloped property follows. Full build-out of the property will occur over a period of five to seven years as additional parcels of land are acquired and funding sources are identified.

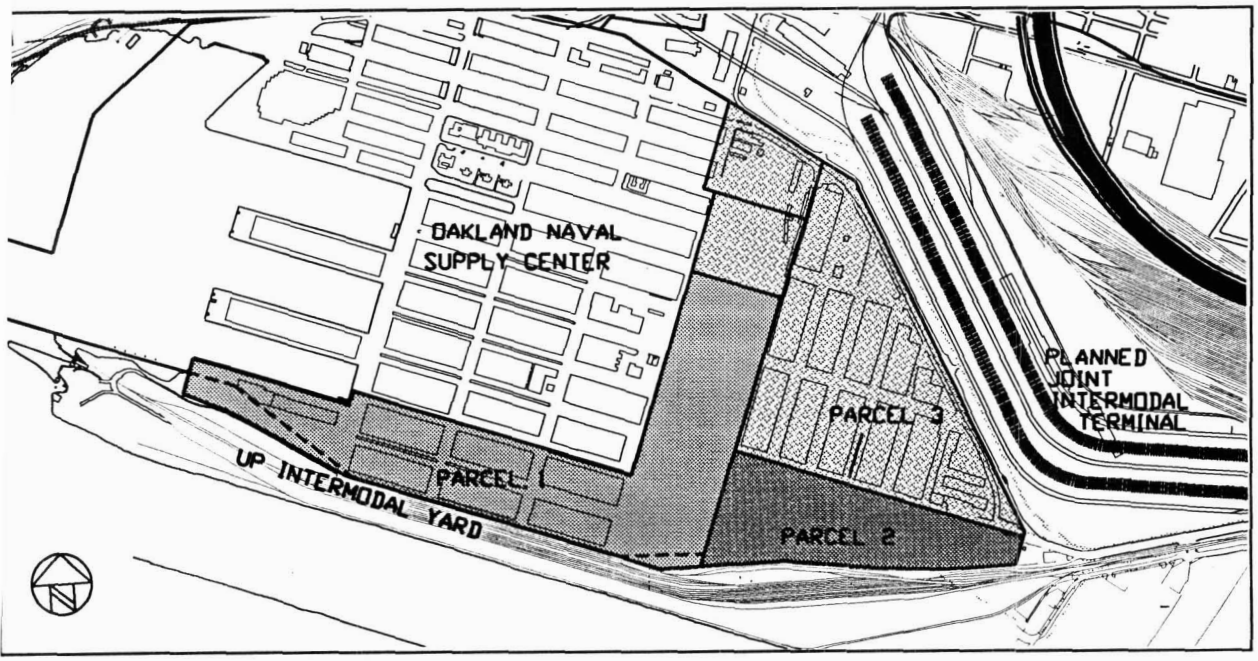


FIGURE 4 - NAVAL SUPPLY CENTER MAP

SCHEDULE

The development of the Navy property is being phased to make the earliest and most productive use of each parcel as land is acquired by the Port. The first 76.5 acres has been turned over to the Port and is being used for interim rail, trucking and transloading operations employing over 200 people.

Acquisition and development of the balance of the 200 acres will take place as the Navy is able to transfer materials and operations. Starting in May 1995, transfer of other parcels of the Navy property will occur as the Secretary of Defense in consultation with the Commander of FISCO is able to determine that they are available for lease. Ultimately, acquisition of all available acreage will permit Oakland to develop additional berths, cargo handling and intermodal facilities.

JOINT INTERMODAL TERMINAL (JIT).....

BACKGROUND

The growth of the Pacific Rim economies and their demand for more exports and imports has resulted in a doubling of cargo moving through West Coast ports in the last ten years. This growth directly spurred the dramatic increase in intermodal rail transportation shipments. The intermodal mode made overland rail transit times from the West Coast to central and eastern U.S. points superior and cost competitive with all-water service via the Panama Canal. The Port of Oakland has targeted the intermodal market as our most significant opportunity for future growth.

DESCRIPTION

The Joint Intermodal Terminal (JIT) is a proposed intermodal facility, to be served ultimately by Oakland's three transcontinental railroads - Southern Pacific (SP), Union Pacific (UP), and the Santa Fe (ATSF). The proposed JIT is envisioned as one large centrally located facility that will provide economies of scale to the user. It will be an independently operated common-user intermodal facility. The advantages of the proposed JIT are:

- expanded and improved facilities with shared capital improvements,
- more cost efficient rail yard operations offering economies of scale through the elimination of redundant rail facilities,
- and competitive, near-dock rail access provided by three transcontinental railroads.

The recently acquired Naval Supply Center land (adjacent to the Southern Pacific's West Oakland intermodal yard) as well as Southern Pacific property have been identified as potential sites for the JIT. These sites offer the following advantages:

- a large intermodal facility with room for expansion,
- central location at the Port and near all marine terminals,
- existing rail access from all directions, and
- quick access to major freeways (see map in Appendix).

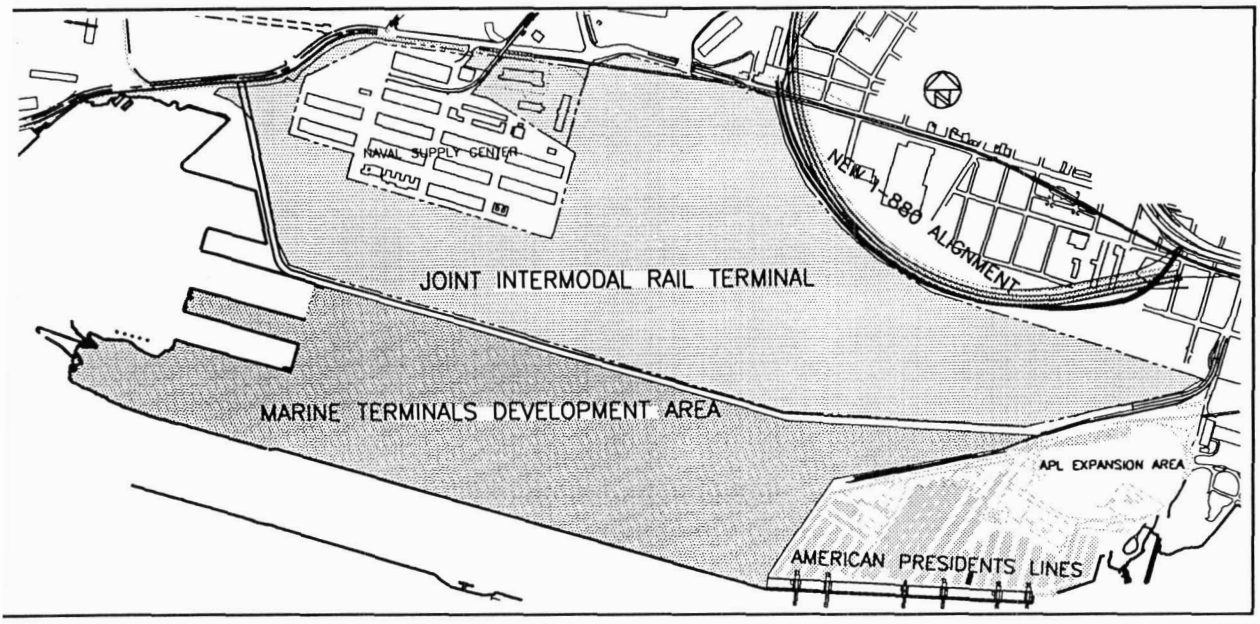


FIGURE 5 - CONCEPTUAL JIT SITE MAP

CURRENT STATUS

The Port is actively pursuing the JIT concept with the three railroads and has signed a memorandum of understanding (MOU) with the Southern Pacific and Union Pacific. This memo of understanding outlines the process for developing the JIT and allows us to start the planning of the facility. Concurrently, the Port is soliciting the input of our shipping line customers who control the intermodal routings.

Finally, the Port has placed the proposed JIT and several street improvement projects on the Metropolitan Transportation Commission's list of projects eligible for Federal funding under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The Port has already been granted $2.4 million for preliminary design work. We are also seeking additional federal funding for the construction phase of the JIT.

SCHEDULE

Discussions with the UP, SP and ATSF railroads are ongoing. Now that the MOU is signed, Summit/Lynch Consulting Engineers have been retained to develop an operating plan for the facility. The Port of Oakland and the railroads will then proceed with the preliminary engineering design for the JIT when the operating plan is completed in early 1995. Our highest priority with the JIT will be to design a facility that fully meets the needs of the ocean carriers and the participating railroads.

TERMINAL MODERNIZATION & EXPANSION.....

BACKGROUND

The Vision 2000 program represents a far-reaching strategy to keep the Port of Oakland competitive and to fully anticipate the requirements of the 21st century. The successful completion of the 42-foot dredging project, the acquisition of the Navy Supply Center property and the development of a JIT facility will provide a solid foundation for Oakland to meet the needs of our shipping line customers. Our customer's needs also require Oakland to have an ongoing program of expansion and modernization to maintain and upgrade our facilities. The Port funds some of these projects through our capital improvement program (CIP) and other projects are jointly financed with our customers. We also work in cooperation with other public agencies on infrastructure projects (primarily roadways) to provide improved access to the Port.

DESCRIPTION

The Port of Oakland has plans for over $300 million in Maritime capital improvements between fiscal year 1994 to 1998. The projects planned or in process include terminal improvements, infrastructure and roadway improvements.

MAJOR TERMINAL IMPROVEMENTS:

- TraPac - in January 1994 a completely new 38 acre Berth 30 facility was opened for Trapac. This new facility features two new Mitsui-Paceco 40 long ton cranes and a berth of 1,100 feet.
- Howard - renovate and modernize gate complex, raise 2 cranes to a height of 100 feet, retrofit crane from Seventh Street to 100 feet, demolish transit sheds, and extend berth by 300 feet in 1995.
- Sea Land - renovate gate to feature high tech video identification system, pave the yard, raise the height on one gantry crane, widen the legs on three of the cranes, modify crane transfer and power systems.
- APL - pave five acre Sherex yard and widen Ferro Street at Middle Harbor.
- 7th Street Terminal - in 1995 a completely redesigned and enhanced gate complex will be developed and constructed.

ROADWAY IMPROVEMENTS:

- Middle Harbor Road Improvement - Formerly known as the SP road, Middle Harbor Road has been reconstructed to have two lanes in each direction with a fifth left turn lane in the center and break-down lanes on each side. New rail crossings and two traffic signals have been added.
- I-880 Cypress Replacement Project - The Cypress Freeway (destroyed in the 1989 earthquake) will be replaced in seven phases. Work began in January 1994 and should be complete by late 1998.

HEAVY WEIGHT CONTAINER PROGRAM:

- The heavy container program was established in 1986 and allows for the legal movement of heavy weight containers. Permits are issued by the Port and City of Oakland. All permitted loads must move on triple axle chassis equipment. The route was extended to all of Oakland's industrial and commerical streets in March of 1993.
- A major enhancement to this program is being planned whereby the Port of Oakland would assume control over all harbor roads. This would allow the same equipment to move between terminals and on-street, minimizing equipment licensing, maintenance and purchase costs. In effect, the Port of Oakland would be a giant terminal separated only by fences, with all roads accessible, and utilizing standardized off-street equipment.

CONCLUSION

The Vision 2000 program is the Port of Oakland's committment to our customers. Significant milestones have been reached with the 42-foot dredging project, the JIT project, the NSC property acquisition and our terminal modernization & expansion program. Working in close partnership with our customers, we are confident of meeting the challenges and opportunities of the next century. The Port of Oakland's Maritime Division is here to work with you to meet your needs. Please contact your Port of Oakland representative or the Maritime Division at 510-272-1305 for further information.

APPENDIX

ORT OF OAKLAND M

1/2
1/2
1/2 1 Kilometer

Terminal gates

Major container freight stations

Public truck scales

Permitted container routes:
Current
Planned

Major freeways

Intermodal rail facilities

Gantry cranes

Northport Beach

OAKLA ARMY E PIER

80

Francisco-and Bay Bridge

OUTER HARBOR

MAE TE

TRANSBA CONTAINE TERMINA

Outer Harbor Channel

TRAPAC TERMINAL

MATSON TERMINAL

33 32 30 34 35 40

X429 X427 X428 X431 X430 X426 X425 X424

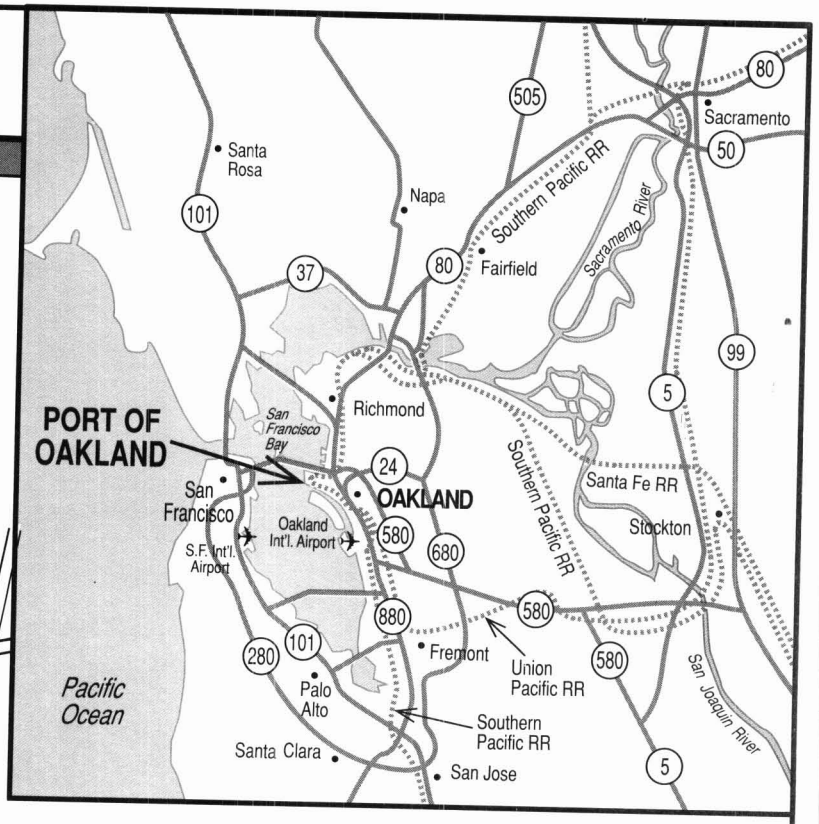
32-34 30 35 37-38

Matson CFS

Oscar Neimeth Tug Service

Port View Park & International Maritime Center (under construction)

Oakland Inner H



SAN FRANCISCO BAY AREA

St.
St.
Webster St.
Harrison St.
Alice St.
Jackson St.
Madison St.
Oak St.
Nimitz Freeway
880
5th Ave.
East 10th St.
East 8th St.
Union Pacific Railroad
Embarcadero
Alice St. Minipark
Estuary Park
Jack London Village
Southern Pacific Railroad
Keep On Trucking Co.
82-84
10th Av.
INNER HARBOR
82 83 84
NINTH AVENUE TERMINAL
Coast Guard Island

PORT OF OAKLAND MARINE FACILITIES

I-880 Replacement

SAN FRANCISCO BAY

San Francisco–Oakland Bay Bridge

MARINE TERMINALS

UNION PACIFIC INTERMODAL YARD

NAVAL SUPPLY CENTER

SOUTHERN PACIFIC INTERMODAL YARD

OAKLAND ARMY BASE

I-880 Replacement

Oakland Inner Harbor Channel

ALAMEDA

OAKLAND

Berkeley, Richmond, Sacramento

Concord

Hayward San Jose

Embarcadero

Middle Harbor Rd.

Maritime St.

Wood St.

West Grand Ave.

Adeline St.

Market St.

San Pablo Ave.

Telegraph Ave.

Broadway

7th ST.

80

580

980

24

880

1

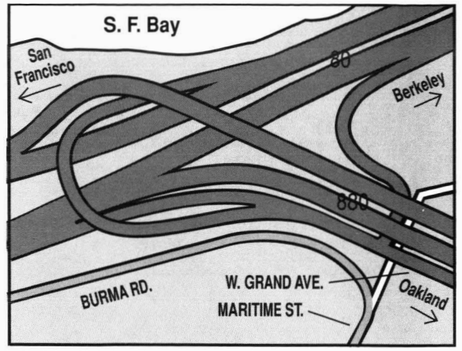
2

3

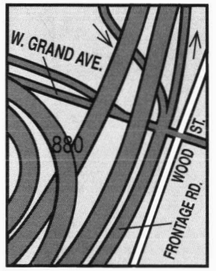
4

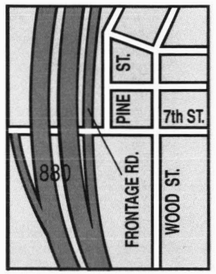
Legend

- Permitted container routes
- Current
- Planned
- Major freeways
- I-880 replacement under construction

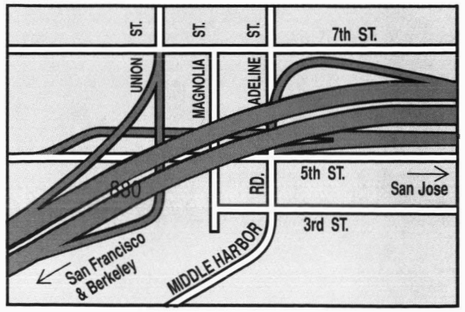


1 The West Grand Ave./I-80 Interchange will be replaced by the Toll Plaza connectors including a Maritime/ West Grand Ave. Interchange.

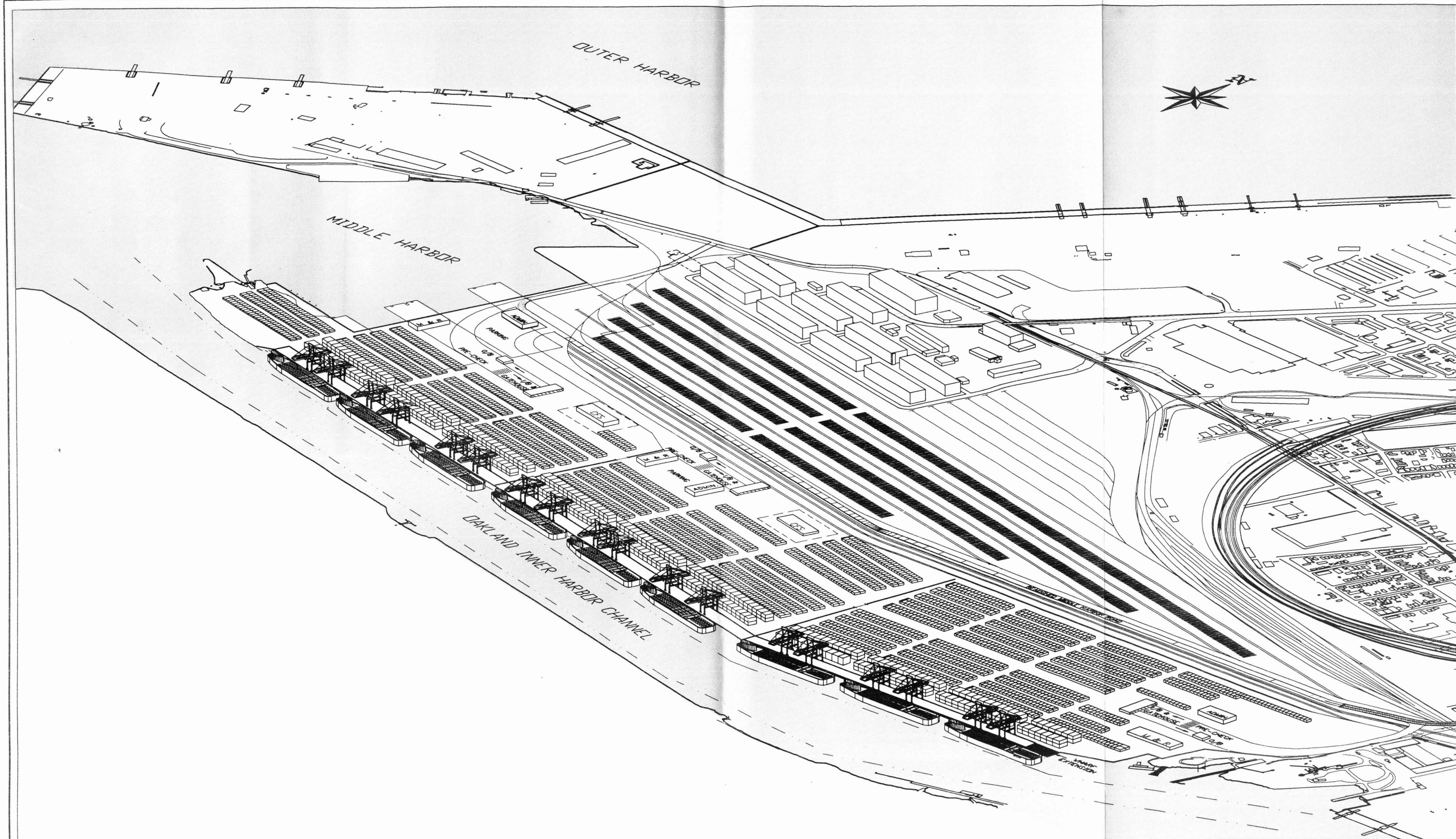




2 Freeway access at West Grand Ave. and at Seventh St. will be provided via a frontage road on the east side of the I-880 freeway. 3



4 An interchange at Adeline/Union Sreets and 7th St. will give access to the Port of Oakland via Middle Harbor Rd. and to Jack London Square via 5th St.



PLANS NSC-3D
FIELD BOOKS

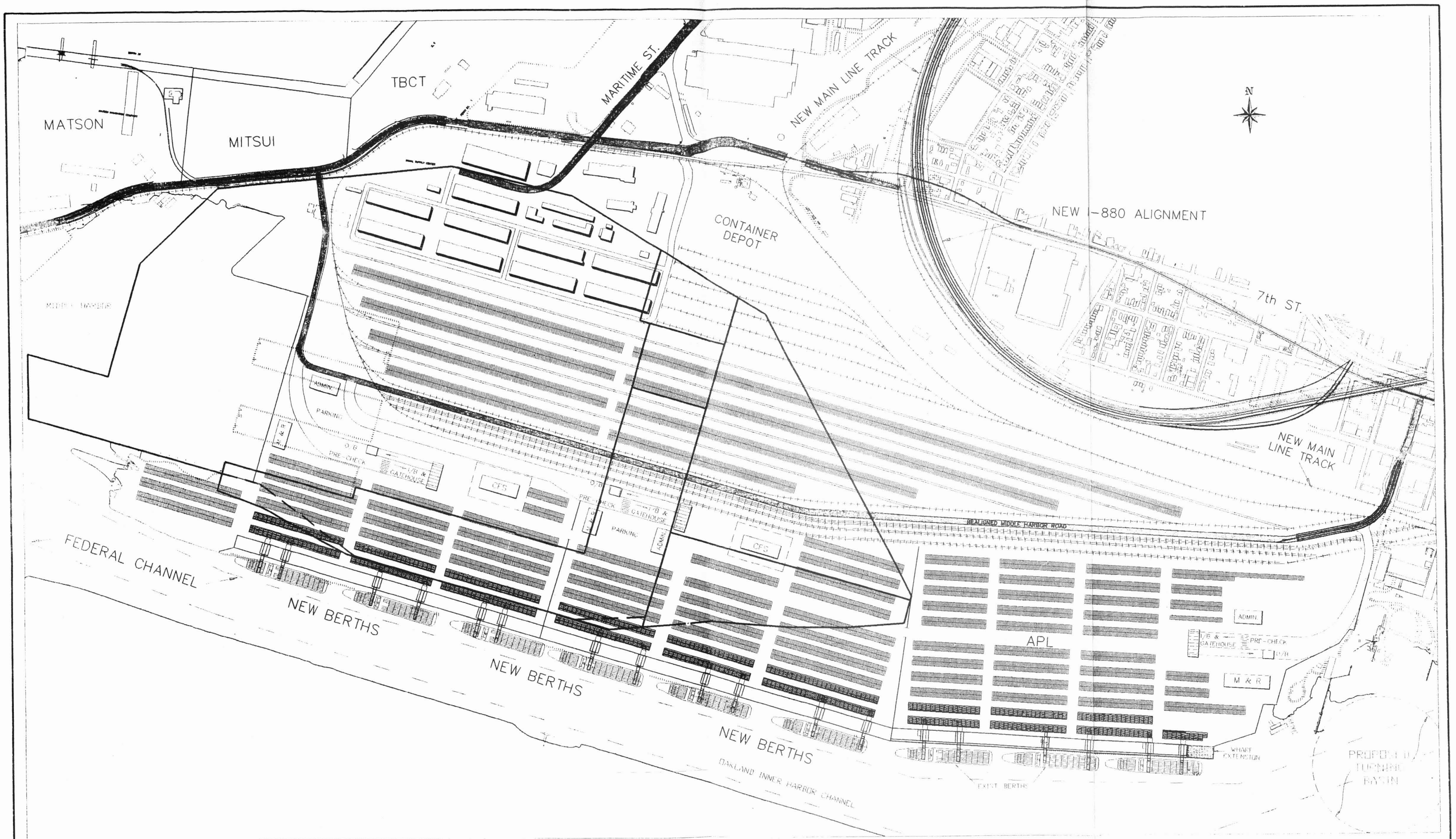
PORT OF OAKLAND

530 WATER STREET OAKLAND, CALIFORNIA

PRELIMINARY DRAWING
PROJECT PLANNING AND PROGRAMMING DEPT.

N.S.C.
DEVELOPMENT STRATEGY

DATE 6-11-93
SCALE 1" = 400'
SHEET 1 OF 1 SHEETS
AA-



PLANS
FIELD BOOKS
CANOMEGA

PORT OF OAKLAND

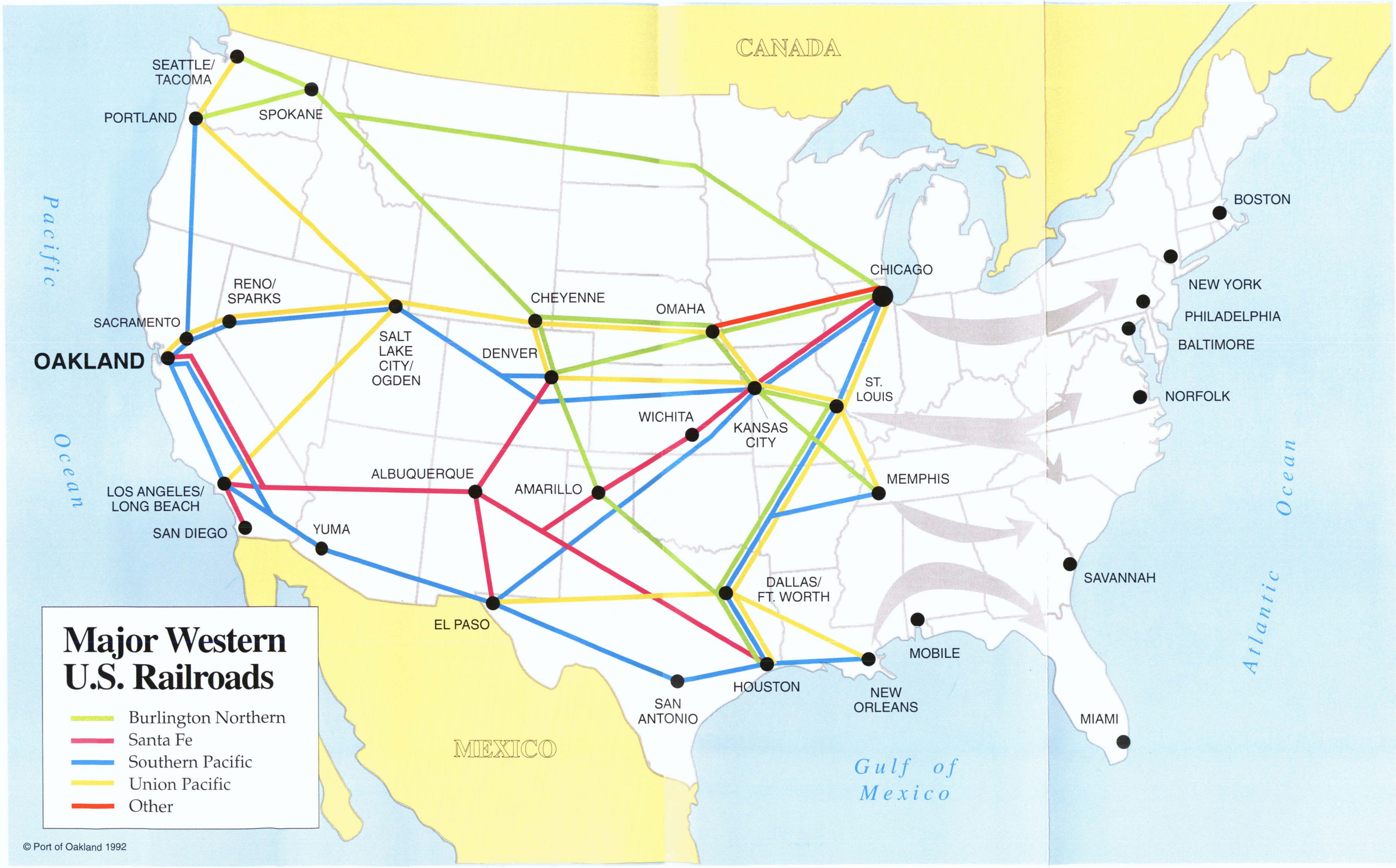
530 WATER STREET OAKLAND, CALIFORNIA

PRELIMINARY DRAWING
PROJECT PLANNING AND PROGRAMMING DEPT

CONCEPTUAL DEVELOPMENT STRATEGY
FULL BUILD-OUT OPTION WITH
RR LOOP AND ON-DOCK RAIL

DATE
SCALE
SHEET 1 OF 1 SHEETS

AA-


CANADA
MEXICO
Pacific Ocean
Atlantic Ocean
Gulf of Mexico
SEATTLE/ TACOMA
PORTLAND
SPOKANE
SACRAMENTO
OAKLAND
RENO/ SPARKS
SALT LAKE CITY/ OGDEN
CHEYENNE
DENVER
OMAHA
CHICAGO
ST. LOUIS
KANSAS CITY
WICHITA
ALBUQUERQUE
AMARILLO
LOS ANGELES/ LONG BEACH
SAN DIEGO
YUMA
EL PASO
DALLAS/ FT. WORTH
HOUSTON
SAN ANTONIO
NEW ORLEANS
MEMPHIS
MOBILE
SAVANNAH
MIAMI
NORFOLK
BALTIMORE
PHILADELPHIA
NEW YORK
BOSTON
Major Western U.S. Railroads
Burlington Northern
Santa Fe
Southern Pacific
Union Pacific
Other
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PORT OF OAKLAND NEWS

530 Water Street ■ P.O. Box 2064 ■ Oakland, CA 94604–2064 ■ (510) 272-1192 Fax (510) 839-1766

Bob Middleton
Media Relations Manager

PORT OF OAKLAND
MARITIME OPERATIONS AT A GLANCE

Annual container throughput:	1993	1994	Percent increase/ decrease
Inbound loaded TEUs:	346,400	383,000	10.6%
Outbound loaded TEUs:	638,700	731,400	14.5%
Empty TEUs:	260,500	308,400	18.4%
Totals:	1,245,600	1,422,800	14.2%

1994 cargo vessel arrivals: 1585

Shipping lines: 34—American President Lines, Australia-New Zealand Direct Line, BHP/IMT Int'l., Blue Star Line, Canadian Transport, China Ocean Shipping Co. (COSCO), Cho Yang Line, Columbus Line, d'Amico Line, DSR-Senator Lines, Evergreen Line, Hanjin Shipping Co., Hapag-Lloyd, Hyundai Merchant Marine, Italia Line, "K" Line, Madrigal-Wan Hai Lines, Maersk Line, Matson Navigation Co., Mexican Line, Mitsui O.S.K. Lines, Nedlloyd Lines, Neptune Orient Line, Ltd., N.Y.K. Line, Orient Overseas Container Line, P&O Containers, Pan Ocean Shipping, PM&O Line, Polynesia Line Ltd., Sea-Land Service, Star Shipping, Toko Line, Toyofuji, Yangming Line.

Marine terminals: 11—American President Lines Terminal, Bay Bridge Terminal, Charles P. Howard Terminal, Maersk Line Terminal, Matson Container Terminal, Ninth Avenue Terminal, Sea-Land Container Terminal, Seventh Street Terminal, TransBay Container Terminal, TraPac Terminal, Yusen Terminal.

Deepwater ship berths: 29

Container gantry cranes: 30 (includes 11 post-Panamax types)

Marine terminal and support area: 680 acres (275 hectares)

Freeways serving port: Interstates 80 (north & eastbound), 880 (southbound), 580 (eastbound), 980 (eastbound)

Railroads: Santa Fe, Southern Pacific, Union Pacific

Principal exports, 1994: Fruits, nuts & vegetables, wastepaper, red meat & poultry, resins, chemicals, animal feed, raw cotton, wood & lumber, crude fertilizers/minerals, industrial machinery, cereal/cereal preparations

Principal imports, 1994: Auto parts, computer equipment, wearing apparel, toys/games and articles of plastic, processed fruits/vegetables, fasteners/household metal products, red meat, pottery/glassware/ceramics, iron and steel,beverages

PORT OF OAKLAND **NEWS**

530 Water Street ■ P.O. Box 2064 ■ Oakland, CA 94604-2064 ■ (510) 272-1192 Fax (510) 839-1766

Bob Middleton
Media Relations Manager

PORT OF OAKLAND
MARITIME FACTS & FIGURES

The Port of Oakland is a historical transportation and distribution hub. Located on the mainland shore of San Francisco Bay, one of the great natural harbors of the world, Oakland was among the first ports globally to specialize in the intermodal container operations whose advantages have revolutionized international trade. Since 1962, the port has spent more than $700 million to construct 680 acres of marine terminals and support area and install the equipment needed to handle containerized cargoes.

Oakland's 29 deepwater berths and 30 container cranes are backed by a network of local roads and interstate freeways, warehouses and intermodal railyards. The Oakland waterfront is served by the mainline tracks of two transcontinental railroads, the Union Pacific and the Southern Pacific. Both maintain intermodal container transfer facilities adjacent to Port of Oakland marine terminals. The intermodal yard of a third transcontinental railroad, the Santa Fe, is located 11 miles northeast of the harbor by truck.

The Port of Oakland loads and discharges more than 95 percent of containerized goods bound to and through the nation's fourth largest metropolitan area. Oakland cargo volume ranks San Francisco Bay among the three principal Pacific Coast gateways for U.S. maritime commerce, along with San Pedro Bay in southern California and Puget Sound in the Pacific Northwest.

In calendar 1994, Port of Oakland marine facilities handled the equivalent of 1,422,800 20-foot containers.

About 79 percent of Oakland's foreign trade is with Asia. Europe accounts for 10 percent, Australia / New Zealand and South Pacific Islands about 3 percent and other foreign about 7 percent.

3/95

ECONOMIC IMPACTS OF THE PORT OF OAKLAND

The Port of Oakland is the fourth largest container port in the United States and ranks among the top 20 ports worldwide. The San Francisco-Oakland-San Jose area, with a population of 6,253,000 in 1990, is the nation's fourth largest metropolitan area. To understand the contributions of the Port's maritime operations to the local, regional and state economies, the Port conducted an economic impact study, which is updated annually. The impact of the Port on the economy is directly seen in terms of jobs, payroll, business revenue and local and state taxes.

More than 10,100 Bay Area jobs are directly related to the movement of cargo through the Port of Oakland's marine terminals. Some are direct jobs in the maritime industry (shipping lines, terminal operators, longshore workers, trucking companies, railroads, etc.), while others are induced jobs, created through the ripple effect of workers spending their salaries on goods and services, such as housing, food, clothes, transportation, etc. Another 188,600 related jobs are with companies that ship or receive goods through the Port of Oakland.

The Port generated $860 million in business revenue for companies providing maritime services for cargo and vessels. Portions of this revenue directly benefit the Bay Area economy, including about $515 million in payroll for employees and $45 million in taxes paid to state and local government agencies. Each year the Port also makes substantial, direct financial contributions to the City of Oakland. The table below summarizes these impacts generated by the Port.

Economic Impacts of Maritime Operations
Port of Oakland, 1993

Employment Impacts	10,100
Includes:	
Direct jobs	6,900
Induced jobs	3,200
Business Revenue	$860 million
Includes:	
Payroll	$515 million
State/local taxes	$45 million
Related jobs*	188,600

* Related jobs are with companies that ship or receive goods through Oakland.

SPECIAL LEGISLATION

Public Law 103-160

National Defense Authorization Act For Fiscal Year 1994

SEC. 2834 LEASES OF PROPERTY, NAVAL SUPPLY CENTER, OAKLAND, CALIFORNIA

(a) LEASE AUTHORIZED WITH UNION PACIFIC RAILROAD COMPANY

(b) LEASE AUTHORIZED WITH CITY OR PORT OF OAKLAND

(1) The Secretary of the Navy may lease to the City of Oakland, California, the City of Alameda, California or the Port of Oakland, California (in this subsection referred to as the "Cities" and the "Port", respectively), those portions of the Naval Supply Center, Oakland, California, that the Secretary determines to be available for lease.

(2) The lease authorized under paragraph (1) shall -

(A) be for a term of not more than 50 years;

(B) contain the restriction that the Cities or the Port (as the case may be) use the leased property in a manner consistent with Navy operations conducted at the Naval Supply Center; and

C) be for a nominal consideration.

(3) The Secretary may authorize the Cities or the Port (as the case may be) to demolish existing facilities on the leased property and, consistent with the restriction required by paragraph (2)(B), construct new facilities on the property for the use of the Cities or the Port.

(c) ADDITIONAL TERMS - The Secretary may require such additional terms and conditions in connection with the leases authorized under this section as the Secretary considers appropriate to protect the interests of the United States.

(d) REPEAL OF SUPERSEDED AUTHORITY - Section 2338 of the National Defense Authorization Act for Fiscal Years 1988 and 1989 (Public Law 100-180; 101 Stat. 1225) is repealed.

LCDR Jim Kerber Comptroller/Planning (Code 90)
Ms. Monica Beary Supervisory Supply Systems Analyst (Code 91)
Mr. Ray Valderrrama (Deputy Comptroller (Code 92)

- Provided attached list showing where people are currently assigned
- Said it would be better if base closed -- at least employees could start getting privileges
- Primary responsibility is to act as host for numerous tenants -- speculated NAVSUP et. al. would be happy to see FISC Oakland close
- Hazardous material handling from bases being closed
- Personal property shipments -- but will taper off; due to be transferred to USAF in 18 months
- Gas cylinder responsibility shifted to regionalize
- Specialized procurement responsibility for non-standard material shifted to Puget Sound
- First RIF was in 4/95 (9 employees); have successfully relocated 54 + employees (some in FISC); other employees retired
- Virtually out of business, except for host responsibiliteies
- Closing of Defense Depot Oakland removed major responsibilities of FISC Oakland
- Closing of bases in vicinity of FISC Oakland have driven workload way down
- Expect another RIF of 40-50 in 9/95 and similar RIF in FY 96

FISC OAKLAND
CIVILIAN ON BOARD
AS OF MAY 3, 1995

DEPT		PERM		TEMPORARY	TOTAL
00		4		0	4
01	Legal	2		0	2
0Q	Job placement	2		0	2
OR	I.N. Review	1		0	1
30	Safety/Fire	75	(25 fire & security)	26	101
70	Inst. Services	61	Maintenance custodian	1	62
100	Cust. Support	42	Respond to status & customer liaison & contact	0	42
200	Procurement	46	Requisition point of contact servicing Hazmat	0 Receiving point of contact PALT monitor	46
500	Personal Property	49	Large to FISC SD Pierside NADEP & Air Station	5	54
600	Aviation Supply	13	Will continue to drop off credit card soon	0	13
700	Fuel	18	Expect Almost one in 1 yr – closes 10/1/95 decision made	0 Jan 95	18
900	Special weapons & material	3	winds down in 97	0 but may continue JNA meeting	3 10-12 enlisted
90	RM	36	comp planning, PAO, mail room, Policy, corporate memory	0 BRAC analysts	36
GRAND TOTAL		352		32	384

OPTIONAL FORM 99 (7-90)

FAX TRANSMITTAL # of pages ▶ 1

To Dave Epstein	From LCDR Kerber
Dept./Agency	Phone # 510 302-5255
Fax # 703-696 0550	Fax # 510 302-5019

NSN 7540-01-317-7368 5099-101 GENERAL SERVICES ADMINISTRATION

CO
CAPT JR Bailey
5201
CDR John Kaso

Fleet and Industrial Supply Center, Oakland, CA

COMMUNITY CONCERNS

Community sentiment related to the proposed closure of Fleet and Industrial Supply Center, Oakland was mixed. FISC owns land in three Bay area jurisdictions: Oakland, Alameda, and Richmond. FISC itself has recently downsized to 384 employees since BRAC 93 closed most of its Bay area customers, and it is currently expected to continue reductions, regardless of BRAC action, to about 20 employees by FY 99. FISC also has about thirty tenants, several of which will relocate according to a Department of Navy analysis performed early in 1995. There are thus several constituencies whose interests should be examined separately.

Under Public Law 100-180 Sec. 2338, as amended, the Secretary of the Navy was authorized to sign a 50 year lease with the City of Oakland for $1, for any of its land and buildings which are not required to perform the FISC's mission. The Navy has been in active negotiations with Port of Oakland, which operates as part of the City, and which plans to build a huge inter-modal facility on which cargo can be easily moved between ship, rail, and truck. This project is anticipated to generate numerous new jobs. They expect to sign a lease for at least the first of four or five parcels of FISC land within the next few weeks. Navy and City officials expressed concern that if the needed parcels are handled through the BRAC process, availability of the land may be delayed. The estimated cost of the intermodal facility is five hundred million dollars and project delays would make investors nervous and possibly result in the project's cancellation. Thus, the City of Oakland has an intense desire to ensure that no FISC Oakland land, with the possible exception of a specific area comprising approximately 44 acres, be slated for any action by the Commission.

Approximately 169 acres of FISC land, adjoining NAS Alameda which was closed by BRAC 93, lie within the City of Alameda. The City prefers that the Navy reconsider its direction for the closure of the Naval Air Station, but understands this wish may not be granted. In this eventuality, the City would like to have the FISC land slated for closure by the Commission and under reuse procedures plans to request that it be given the land. City plans are to use the land for a high-tech industrial park and for housing.

The Point Molate Naval Fuel Depot of FISC Oakland has ceased fuel operations and is scheduled to close later this Fiscal Year. It contains buildings on the National Register of Historic Places including an old winery and is located entirely within the City of Richmond. The City wrote that it desires the Point Molate facility remain on the BRAC list. The City hopes the land and related equipment will be transferred to it for $1 and the property be determined "clean" by standards established by the Federal and California EPAs and other applicable agencies. The City reminded the Commission that the City is already in negotiations to provide ongoing emergency services at the Depot when it closes. Future use of the property must be consistent with historic preservation laws.

Two employee groups participated in a Base Visit. It should be remembered that only a small percentage of current base positions are scheduled for elimination by a BRAC action. Most current Government positions on the compound are scheduled to be realigned. A union representative of fire and safety employees of the FISC indicated that local jurisdictions had not been as quick as desired to open up jobs to FISC safety employees. The representative of the AFGE,

the union which represents the non-safety, non-management base employees, explained the Union is indifferent to the possibility of being BRACed. Discussions with other interested individuals suggests employees would be better off if BRACed because that action results in certain benefits to the employees.

h:\epstein\finalrpt\commconc\fiscoakl.doc

- Port of Oakland and City of Oakland are concerned that BRACing FISC will disrupt the plan to turn over facilities to the Port
- City of Alameda is not opposed to Oakland's plans, but desires that BRAC 93 decision to close NAS Alameda be reopened
- City of Alameda is not opposed to Oakland's plans, but desires that if BRAC 93 decision to close NAS Alameda is not to be reopened, then NAS Alameda should be BRACed along with the Naval Air Station
- City of Richmond prefers to be BRACed to facilitate getting control of the FISC Oakland land in Richmond which the City plans to use for a cultural center, reutilizing the site on the National Registry of Historic Places
- FISC employees who are fire and safety apparently expect placement assistance with local governments and have not been placed as rapidly as some would like
- Remaining FISC employees know that current plan is for FISC to downsize from its current 384 employees to 20 employees. Thus, BRACing the base has little impact on FISC employees. As explained by CO FISC, two primary advantages to employees **at FISC Oakland,** to having base BRACed are reemployment rights and retention of annual leave without the constraint of a maximum of 240 hours of accrued annual leave

31 May 95

From: David Epstein
To: Charles Smith

Via: (1) Alex Yellin
(2) Liz King

Subj: FISC Oakland Recommendation

1. It is my understanding that paragraph (2) correctly summarizes your understanding of the tentative inclinations of one or more commissioners. Please inform me if this is correct or provide a corrected version ASAP. It is my plan to immediately request that the Navy develop a revised COBRA which reflects the proposed scenario.

2. Hypothetical Scenario:

- Commission BRACs FISC land in Richmond, CA;
- Commission BRACs FISC land in Alameda, CA;
- Commission BRACs FISC land (approximately 44 acres) in Oakland, CA which is NOT part of tentative agreement between Navy and Port of Oakland;
- DFAS moves from FISC Oakland to Oakland Army Base;
- Military Sealift Command, Western Region moves from FISC Oakland to Oakland Army Base;
- Remaining personnel are treated as described in the COBRA FISCOAK2;
- Commission is silent with respect to remaining FISC land which, it is assumed, will be leased to the Port of Oakland for $1.00

3. I would hope that the Navy would take steps to ensure that it is provided with proper easements for its approximately 44 acres and possibly that Navy and other ships have berthing rights at little or no cost (other than actual utilities and "out of pocket" expenses).

31 May 1995

From: David Epstein
To: BSAT

Via: (1) Alex Yellin

Subj: Fleet and Industrial Supply Center, Oakland

1. Oakland Army Base has at least 160,000 square feet (four buildings, three with 38,000 square feet and one with 46,000 square feet of space which it can make available to DFAS and Military Sealift Command, Western Region. Mr. Leite (8-859-3425) at the Oakland Army Base explained that two of the 38,000 square foot buildings can be made available immediately and a 38,000 and a 46,000 square foot building will be available in 1998. Some additional space (at least 20- 25,000 square feet can also be made available. Our staff said the buildings are in good condition, were used/are being used by the Navy until recently, and have no asbestos problems.

2. This is believed to be sufficient space for the DFAS and MSC populations through the BRAC timeframe. Please call Mr. Leite or Mr. Epstein to discuss the square footage if this is deemed to be an issue.

3. Please recalculate the COBRA utilizing a scenario identical to that used in FISCOAK2, except that:

- Commission BRACs FISC land in Richmond, CA;
- Commission BRACs FISC land in Alameda, CA;
- Commission BRACs FISC land (approximately 44 acres) in Oakland, CA which is NOT part of tentative agreement between Navy and Port of Oakland;
- DFAS moves from FISC Oakland to Government owned space on Oakland Army Base;
- Military Sealift Command, Western Region moves from FISC Oakland to Government owned space on Oakland Army Base;
- Remaining personnel are treated as described in the COBRA FISCOAK2;
- Commission is silent with respect to remaining FISC land which, it is assumed, will be leased to the Port of Oakland for $1.00

4. Assume that BRAC will not take any action to close or realign Oakland Army Base.

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

SUMMARY SHEET

FLEET AND INDUSTRIAL SUPPLY CENTER, GUAM

INSTALLATION MISSION

To provide supply and support services to fleet units and shore activities, as assigned, and perform such other functions as may be directed. Services include supporting ships, aircraft squadrons, and operating forces, including both transient units and units homeported in Guam; providing logistics support to units in the Western Pacific, Indian Ocean, Arabian Gulf; providing logistics support to Diego Garcia, Singapore, and Jebel Ali.

DOD RECOMMENDATION

- Disestablish the Fleet and Industrial Supply Center.

DOD JUSTIFICATION

- Fleet and Industrial Supply Centers are follower activities whose existence depends upon active fleet units in their homeport area.
- Prior and current BRAC actions closing both Naval Air Station, Guam and a portion of Naval Activities, Guam have significantly reduced this activity's customer base.
- The remaining workload can efficiently be handled by other activities on Guam or by other FISCs.

COST CONSIDERATIONS DEVELOPED BY DOD

• One-Time Cost:	$ 18.4	million
• Net Savings During Implementation:	$ 143	million
• Annual Recurring Savings:	$ 31.1	million
• Break-Even Year:	immediate	
• Net Present Value Over 20 Years:	$ 437.3	million

MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)

	Military	Civilian	Students
Baseline	105	395	-
Reductions	73	309	-
Realignments	32	86	-
Total	105	395	-

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

Out		In		Net (Loss)	
Military	Civilian	Military	Civilian	Military	Civilian
105	426	-	-	105	426

ENVIRONMENTAL CONSIDERATIONS

- Guam Air Pollution Control District is in attainment one for CO, ozone, and PM-10.
- Closure will enhance air quality of Guam.
- Closure of fueling facilities eliminates need for continuous monitoring of fuel tanks and removes potential for a fuel spill in part of Guam National Wildlife Refuge.
- Closure reduces threat of indigenous endangered species.

REPRESENTATION

Governor: Carl T. C. Gutierrez
Representative: Robert A. Underwood

ECONOMIC IMPACT

- Potential Employment Loss: 580 jobs (413 direct and 167 indirect)
- [City, State] MSA Job Base: 66,773 jobs
- Percentage: .9 percent decrease
- Cumulative Economic Impact (year-year): 10.6 percent decrease

MILITARY ISSUES

Ability of U.S. Navy to operate without forward logistics base at Guam

COMMUNITY CONCERNS/ISSUES

- None known

ITEMS OF SPECIAL EMPHASIS

- Did Navy factor in increased costs at other FISCs and for other activities on Guam?
- How much of FISC Guam's workload is for activities remaining on Guam?
- How much of FISC Guam's workload is for activities moving from Guam?
- How much of FISC Guam's workload is in support of NAS Guam and to be disestablished portion of Naval Activities, Guam?
- What is cumulative economic impact with more reasonable treatment of merchant mariners?
- Without the NAS and to-be-disestablished parts of Naval Activities, is there a mission for the rest of the base? (i.e., should other activities be closed, too)
- Is the economic problem of employing residents of Guam one for DOD?
- Guam has about 29 WY of contractor support.
- Will fuel farm be retained ?

David Epstein/Navy/07/27/95 12:27 PM
p N-2

BASE VISIT REPORT

FLEET AND INDUSTRIAL SUPPLY CENTER, OAKLAND, CA

MAY 25, 1995

LEAD COMMISSIONER:

Commissioner Al Cornella

ACCOMPANYING COMMISSIONER(S):

Commissioner S. Lee Kling
Commissioner Wendi Steele

COMMISSION STAFF:

Mr. Charles Smith
Mr. David Epstein
Mr. Ralph Kaiser
Mr. Rick Brown

LIST OF ATTENDEES:

Office of Senator Feinstein:
Mr. Russ Lowe
Office of Senator Boxer:
Ms. Katie Merrill
Office of Congressman Dellums:
Ms. Roberta Brooks
City of Oakland:
Mr. Dick Spees, Vice Mayor, Oakland, CA
Mr. Jim Reinhart, Office of the Vice Mayor
Oakland Chamber of Commerce:
RADM (ret.) Robert Toney, USN, President
Port of Oakland:
Mr. Leo Brien, Maritime Director
Mr. Dennis White, Real Estate Director
Mr. Jim Putz, Senior Maritime Project Analyst
City of Alameda:
Mr. Ralph Appezzato, Mayor, Alameda, CA
Mr. Bill Norton, City Manager, Alameda, CA
Alameda Reuse:
Ms. Kay Miller, Alameda Reuse Committee

City of Richmond:

Ms. Rosemary Corbin, Mayor, Richmond, CA
Mr. Floyd Johnson, City Manager, Richmond, CA

FISC Oakland:

CAPT J. R. Bailey, Commanding Officer
CDR John Kaso, Executive Officer
CDR Spease, Business Manager
Ms. Marsha Peterson, Esq., Counsel
LCDR Jim Kerber, Director, Planning & Financial Resources
LT Shawn Bergan, Director, Facilities
LT Ron Black, Fuel Director and Command Briefer
Ms. Monica Beary, Planning

Military Sealift Command (MSC), Pacific:

CAPT Harrington , Deputy Commander

Fleet Hospital Support Office

CAPT Fredericks, Commanding Officer

Defense Finance and Accounting Service (DFAS), Defense Audit Office, Oakland

Mr. Rex Baggett, Deputy Director

Engineering Field Activity - West:

LT Mike Blumenberg

Commander Naval Base San Francisco:

CAPT Cathy Dodge, ACOS Base Transition Officer

AFGE:

Mr. Phil Hines, President, Local 1533

IAFF:

Mr. Brooks Beasly, Business Manager, Local F-15

BASE'S PRESENT MISSION:

- Provide supply management and requisition tracking for various units, including Pacific Fleet.
- Provide procurement and contracting services for the Western U.S. and the Pacific Basin.
- Provide fuel to federal activities in the Bay Area.
- Provide personal property (household goods) services for DoD personnel in Northern California.
- Provide Base Operating Services for 40 tenants on 1149 acres of Navy real estate.
- Serve as home port to one Navy and one MSC ship; provide port services to visiting ships.
- Manage inert nuclear ordnance items stocked here.

DOD RECOMMENDATION:

- None; base was added by Commission for consideration for closure.

DOD JUSTIFICATION:

- None
- Base was added by Commission due to concern over inconsistency between services in treatment of rationale of use of justification of "Cumulative Economic Impact."

MAIN FACILITIES REVIEWED:

- There was a 45 minute tour of the base, including brief visits to the offices of DFAS and MSC.
- LT Bergan, the tour guide, put particular stress on the boundaries between the prospective parceling of FISC Oakland. He also pointed out the piers, used by the Fleet Hospital which is currently homeported at the FISC, and other ships, including AEs (ammunition ships), Maritime Administration, and MSC.

KEY ISSUES IDENTIFIED:

- During the briefing, it was explained that most of the FISC's workload was disappearing as the major commands in the Bay Area closed as a result of prior BRAC actions.
- Navy is not getting anything from the Port/City of Oakland for the approximately 100 acres which have an estimated value of $25 M - $40 M. To give the Port/City what it wants, DoD will have to give up the best building (FISC HQ); lose its piers used for Hospital Ship, MARAD, and MSC; move material in warehouses used by Fleet Hospital program; move DFAS and MSC Western Division to leased space or refurbish building for BRAC.
- RADM Toney explained that under legislation passed with the assistance of Congressman Dellums, FISC Oakland was authorized to lease unneeded portions of FISC Oakland to the Port of Oakland for 50 years. He explained that of this land, about 300 acres had been given to the Navy in 1941 to build the FISC and the remaining approximately 100 acres was land to which the Navy had full title. The 300 acres had a reversionary clause, which was being exercised. They explained that if the base were BRACed, they were concerned that the plans might be thrown into disarray, the investors might become nervous and the deal might fall apart. There is currently a signed license or intent/plan to lease the first of four or five parcels to the Port of Oakland. Leases for the first two or three parcels can be executed after the Department of Navy clears its Environmental Baseline Survey.
- Oakland Army Base personnel explained there was currently sufficient room on that facility for DFAS and Military Sealift Command, but other commands were also competing for that space. DFAS agreed they could probably move to Oakland Army Base, but CAPT Harrington of the Military Sealift Command reiterated MSC's position that it intended to remain at FISC Oakland.
- Most FISC employees will lose their jobs anyway. Employees will be as well off or better off if FISC is BRACed. The relative merits of BRAC as to employees of FISC tenants were not discussed, but relatively few are expected to lose their jobs.
- FISC owns land in three jurisdictions: Oakland, Alameda, and Richmond (all in Bay area)

COMMUNITY CONCERNS RAISED:

- Port of Oakland and City of Oakland oppose BRAC action because they are concerned that BRAC would delay or kill the turnover of FISC land to the Port/City for development.
- City of Alameda requested the Commission reconsider the closure of NAS Alameda, but that if the Commission is unwilling to, then it prefers that the FISC Alameda land (169 acres) be treated in the same manner as NAS Alameda was. This will make is possible for Alameda to build a high tech center and possibly housing. City of Alameda was not opposed to Port/City of Oakland plans for FISC land in Oakland.
- City of Richmond thought it was opposed to BRAC, but as they described their plans to develop park land and an arts facility on the FISC Land, which had housed the Point Molate fuel facility, it began to appear that it might be to the City's advantage to have the FISC Land BRACed. Point Molate stopped pumping fuel in May 1995 and was planned to be closed (and employees RIFed) by September 1995. The Point Molate facility includes an old winery on the National Registry of Historic places. The BRAC staff suggested the city's attorneys contact those of the Commission.
- Mr. Beasly, expressed concern that promises made to safety (fire and police) employees of FISC might not receive job placement with local governments that they felt they had been promised. It was subsequently explained that Mr. Beasly was a union officer and not a FISC employee.
- Mr. Hines, the spokesman for the remaining FISC employees did not express a preference relative to being BRACed.

REQUESTS FOR STAFF AS A RESULT OF VISIT:

- None

David Epstein/Navy/07/27/95 12:48 PM

INSTALLATION REVIEW

FLEET AND INDUSTRIAL SUPPLY CENTER, OAKLAND, CA

Organization:

- Naval Supply Center has Fleet Industrial Supply Centers which provide supply support and inventory management functions. FISCs in Bremerton, San Diego, and Pearl Harbor will pick up work formerly performed by FISC Oakland.

Location:

- FISC Oakland is located immediately south of the east terminus of the San Francisco-Oakland Bay Bridge.

Key Facilities:

- This consolidation involves little, if any equipment.

Manpower:

- According to the BSAT prepared COBRA, 24 military and 157 civilian positions are slated for elimination.
- According to the BSAT prepared COBRA, 283 military and 895 civilian positions are slated to be moved.
- FISC Oakland currently employs about 384 civilians, but most of the positions are planned for elimination in conjunction with the closure of other facilities in the Bay area.
- According to the BSAT prepared COBRA, commands which will employ 167 military and 895 civilians may remain in Oakland in leased space.

Disposition of Real Estate:

- Although this is normally viewed as an implementation issue, the Port of Oakland was in the process of signing leases at nominal costs for use of land formerly owned by FISC Oakland.
- During BRAC 93, the Port of Oakland was prepared to pay $25 M for similar leases.
- When the land for FISC Oakland was given by the city of Oakland, there were some clauses which may cause some of the land to revert to the City when the FISC is closed.

May 25, 1995

CAPT J. R. Bailey, SC, USN
Commanding Officer
Fleet and Industrial Supply Center
250 Executive Way
Oakland, CA 94625

Dear CAPT Bailey:

I want to thank you for all of your assistance during my recent visit to Oakland. The briefings and discussions with you and your staff provided us with a great deal of valuable information about the operations of FISC, including those in Oakland, Richmond, and Alameda. This information will be very helpful to the Commission as we carry out our review of both the recommendations of the Secretary of Defense and other sites being considered for closure or realignment.

Please extend my appreciation to the members of your staff for their assistance. The command brief, delivered by LT Black, and the tour of the compound and explanation of its potential division into parcels by LT Bergan were most useful. Please also extend my thanks to CAPT Dodge of Naval Base San Francisco, CAPT Fredericks of the Fleet Hospital Support Office, CAPT Harrington of Military Sealift Command, and Mr. Baggett of Defense Finance and Accounting Service for their time and remarks relative to their commands. Finally, please pass on my gratitude to CDR Kaso, your Executive Officer, for his tremendous assistance in coordinating this visit and making the excellent arrangements with Oakland Army Base, MSC, Fleet Hospital, and DFAS.

Sincerely,

Al Cornella
Commissioner

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

SUMMARY SHEET

FLEET AND INDUSTRIAL SUPPLY CENTER (FISC) OAKLAND, CALIFORNIA

INSTALLATION MISSION

- Provide supply management and requisition tracking for various units, including Pacific Fleet.
- Provide procurement and contracting services for the Western U.S. and the Pacific Basin.
- Provide fuel to federal activities in the Bay Area.
- Provide persona property (household goods) services for DoD personnel in Northern California.
- Provide Base Operating Services for 40 tenants on 1149 acres of Navy real estate.
- Serve as home port to one Navy and one MSC ship; provide port services to visiting ships.
- Manage inert nuclear ordnance items stocked here.

DOD RECOMMENDATION

- None.

COMMISSION ALTERNATIVE

- Fleet and Industrial Supply Center, Oakland considered for closure.

JUSTIFICATION

- Eliminated by the SECNAV based on his concern over eliminating additional civilian jobs in the area.

COST CONSIDERATIONS DEVELOPED BY DOD

• One-Time Cost:	$ 18.4 million
• Net Savings During Implementation:	$143 million
• Annual Recurring Savings:	$ 31.1 million
• Break-Even Year:	Immediate
• Net Present Value Over 20 Years:	$437.3 million

MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS)

	Military	Civilian	Students
Baseline	307 *	1052 *	0
Reductions	24	157	0
Realignments	283	895	0
Total	307	1052	0

* Most employees are tenants. Although FISC Oakland currently has about 384 civilians, the COBRA reflects about 20 civilians. The remaining positions are eliminated through force structure changes relating to prior BRAC actions.

ENVIRONMENTAL CONSIDERATIONS

- Buildings on the National Register of Historic Place are found at the Pt. Molate fuel farm.
- The entire 441 acres at the FISC "Main Site" has been designated a candidate of the National Register.
- The base has a bilge water discharge problem.
- The base is in a moderate non-attainment area for CO and ozone, but the status of both may change.
- $31 M will be required to remove all asbestos.

REPRESENTATION

Governor:	Pete Wilson
Senators:	Dianne Feinstein
	Barbara Boxer
Representative:	Ronald V. Dellums

ECONOMIC IMPACT

- Potential Employment Loss: 3175 jobs (1359 direct and 1816 indirect)
- Oakland, CA MSA Job Base: 1,160,000 jobs
- Percentage: 0.3 percent decrease *
- Cumulative Economic Impact 1994-2001: 2.6 percent decrease

* Several tenants have expressed an interest in remaining in Oakland. If this happens, job losses to the Oakland MSA may be mitigated.

MILITARY ISSUES

- Navy apparently appears satisfied that all military issues can be managed.

COMMUNITY CONCERNS/ISSUES

- Cumulative Economic Impact.

ITEMS OF SPECIAL EMPHASIS

- FISC Oakland was recommended for closure by BRAC 93.
- BRAC 93 closed Defense Depot Oakland, Naval Station Alameda, the NADEP, and the Naval Hospital, sharply limiting the value of FISC Oakland.
- FISC Oakland is providing limited support to activities remaining in Oakland such as Military Sealift Command.
- There are two major tenants slated to move into leased space under the COBRA scenario. One of these, DFAS Oakland appears intent on remaining in a building currently occupied by FISC Oakland.

David Epstein/Navy/07/27/95 12:27 PM
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INSTALLATION REVIEW

FLEET AND INDUSTRIAL SUPPLY CENTER, OAKLAND, CA

Organization:

- Naval Supply Center has Fleet Industrial Supply Centers which provide supply support and inventory management functions. FISCs in Bremerton, San Diego, and Pearl Harbor will pick up work formerly performed by FISC Oakland.

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- FISC Oakland is located immediately south of the east terminus of the San Francisco-Oakland Bay Bridge.

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Disposition of Real Estate:

- Although this is normally viewed as an implementation issue, the Port of Oakland was in the process of signing leases at nominal costs for use of land formerly owned by FISC Oakland.
- During BRAC 93, the Port of Oakland was prepared to pay $25 M for similar leases.
- When the land for FISC Oakland was given by the city of Oakland, there were some clauses which may cause some of the land to revert to the City when the FISC is closed.

Fleet and Industrial Supply Center(FISC), Oakland, CA

COMMUNITY CONCERNS

Community sentiment related to the proposed closure of FISC, Oakland was mixed. FISC owns land in three Bay area jurisdictions: Oakland, Alameda, and Richmond. Alameda and Richmond would like to have the land in their cities BRACed and given to them. Oakland's position is move complex. The employee union is opposed to having closure action taken by the DBCRC.

- Alameda plans to use the approximately 169 acres of FISC land which lie within its borders and which adjoinis NAS Alameda (closed by BRAC 93), for an industrial park and for housing.
- Within Richmond lies the Point Molate Naval Fuel Depot of FISC Oakland, which ceased fuel operations and is scheduled to close this fiscal year. It contains buildings on the National Register of Historic Places. The City hopes the facility will be transferred to it for $1 and the property be determined "clean" by standards established by the Federal and California EPAs.
- Under Public Law 100-180 Sec. 2338, as amended, the Secretary of the Navy was authorized to sign a 50 year lease with the City of Oakland for $1, for any of its land and buildings not required to perform the FISC's mission. The Navy has been in active negotiations with Port of Oakland, which operates as part of the City, and plans to build a huge inter-modal facility on which cargo can be easily moved between ship, rail, and truck. This project is anticipated to generate numerous new jobs. The City and Navy recently signed leases for two of four or five parcels of FISC land, and expressed concern that if the remaining parcels are handled through the BRAC process, availability of the land may be delayed. The estimated cost of the intermodal facility is $500 M and project delays would make investors nervous and possibly result in the project's cancellation. Thus, the City has an intense desire to ensure that no FISC Oakland land, with the possible exception of a specific 44 acre area, not being contemplated for lease, be slated for any action by the Commission.

The union, which represents most employees of FISC and some of its tenants, is opposed to being BRACed. However, only a small percentage of the employees represented by the Union are likely to be affected by a closure, as only 181 positions are eliminated and many represented by the union are scheduled to lose their jobs as a result of FISC downsizing, a result of BRAC 93 closings.

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May 25, 1995

CAPT J. R. Bailey, SC, USN
Commanding Officer
Fleet and Industrial Supply Center
250 Executive Way
Oakland, CA 94625

Dear CAPT Bailey:

I want to thank you for all of your assistance during my recent visit to Oakland. The briefings and discussions with you and your staff provided us with a great deal of valuable information about the operations of FISC, including those in Oakland, Richmond, and Alameda. This information will be very helpful to the Commission as we carry out our review of both the recommendations of the Secretary of Defense and other sites being considered for closure or realignment.

Please extend my appreciation to the members of your staff for their assistance. The command brief, delivered by LT Black, and the tour of the compound and explanation of its potential division into parcels by LT Bergan were most useful. Please also extend my thanks to CAPT Dodge of Naval Base San Francisco, CAPT Fredericks of the Fleet Hospital Support Office, CAPT Harrington of Military Sealift Command, and Mr. Baggett of Defense Finance and Accounting Service for their time and remarks relative to their commands. Finally, please pass on my gratitude to CDR Kaso, your Executive Officer, for his tremendous assistance in coordinating this visit and making the excellent arrangements with Oakland Army Base, MSC, Fleet Hospital, and DFAS.

Sincerely,

Al Cornella
Commissioner

FISC General

FISC Data Call for capacity analysis at MM-0132-F2 (30 March 94)

FISC Military value at MM-0167-F4 (27 April 94)

FISC GUAM -

is it considered a follower?
is cumulative economic impact a legitimate reason to keep open?
is there an accepted threshold beyond which BRAC wiill not go
what is the real job loss, perhaps excluding some or all of Merchant Mariners
how many mariners really live in Guam
should EVERYTHING in Guam be closed
is DoD the employer of last resort?
is there work currently done by the FISC which still must be done and was its cost recognized?
what is the savings?

FISC CHARLESTON

is it considered a follower?
is cumulative economic impact a legitimate reason to keep open?
is there an accepted threshold beyond which BRAC wiill not go
what DoD work still must be done and can it be done in acceptable manner?
were ALL Government costs recognized or were some non-Navy or non-DoD costs pushed onto other Services/Departments?
is there work currently done by the FISC which still must be done and was its cost recognized?
is COBRA reasonable?
what is the savings?

See Tab 38 12/12/94 para #16 for discussion of COBRA of FISC Oakland; why are there so many billets (1300 +) -- PS -- why did they include DFAS's $3 million in annual rent ? -- there are two questions -- they seem inconsistent when compared with Annapolis; also DFAS has requested money for MILCON

See Tab 16 11/16/94 para 18 regarding closing FISCs; also, see enclosure (1)

see 11/23/94 BSEC para 9 re FISC GUAM

- Port of Oakland and City of Oakland are concerned that BRACing FISC will disrupt the plan to turn over facilities to the Port
- City of Alameda is not opposed to Oakland's plans, but desires that BRAC 93 decision to close NAS Alameda be reopened
- City of Alameda is not opposed to Oakland's plans, but desires that if BRAC 93 decision to close NAS Alameda is not to be reopened, then NAS Alameda should be BRACed along with the Naval Air Station
- City of Richmond prefers to be BRACed to facilitate getting control of the FISC Oakland land in Richmond which the City plans to use for a cultural center, reutilizing the site on the National Registry of Historic Places
- FISC employees who are fire and safety apparently expect placement assistance with local governments and have not been placed as rapidly as some would like
- Remaining FISC employees know that current plan is for FISC to downsize from its current 384 employees to 20 employees. Thus, BRACing the base has little impact on FISC employees. As explained by CO FISC, two primary advantages to employees **at FISC Oakland,** to having base BRACed are reemployment rights and retention of annual leave without the constraint of a maximum of 240 hours of accrued annual leave

Fleet and Industrial Supply Center, Oakland, CA

COMMUNITY CONCERNS

Community sentiment related to the proposed closure of Fleet and Industrial Supply Center, Oakland was mixed. FISC owns land in three Bay area jurisdictions: Oakland, Alameda, and Richmond. FISC itself has recently downsized to 384 employees since BRAC 93 closed most of its Bay area customers, and it is currently expected to continue reductions, regardless of BRAC action, to about 20 employees by FY 99. FISC also has about thirty tenants, several of which will relocate according to a Department of Navy analysis performed early in 1995. There are thus several constituencies whose interests should be examined separately.

Under Public Law 100-180 Sec. 2338, as amended, the Secretary of the Navy was authorized to sign a 50 year lease with the City of Oakland for $1, for any of its land and buildings which are not required to perform the FISC's mission. The Navy has been in active negotiations with Port of Oakland, which operates as part of the City, and which plans to build a huge inter-modal facility on which cargo can be easily moved between ship, rail, and truck. This project is anticipated to generate numerous new jobs. They expect to sign a lease for at least the first of four or five parcels of FISC land within the next few weeks. Navy and City officials expressed concern that if the needed parcels are handled through the BRAC process, availability of the land may be delayed. The estimated cost of the intermodal facility is five hundred million dollars and project delays would make investors nervous and possibly result in the project's cancellation. Thus, the City of Oakland has an intense desire to ensure that no FISC Oakland land, with the possible exception of a specific area comprising approximately 44 acres, be slated for any action by the Commission.

Approximately 169 acres of FISC land, adjoining NAS Alameda which was closed by BRAC 93, lie within the City of Alameda. The City prefers that the Navy reconsider its direction for the closure of the Naval Air Station, but understands this wish may not be granted. In this eventuality, the City would like to have the FISC land slated for closure by the Commission and under reuse procedures plans to request that it be given the land. City plans are to use the land for a high-tech industrial park and for housing.

The Point Molate Naval Fuel Depot of FISC Oakland has ceased fuel operations and is scheduled to close later this Fiscal Year. It contains buildings on the National Register of Historic Places including an old winery and is located entirely within the City of Richmond. The City wrote that it desires the Point Molate facility remain on the BRAC list. The City hopes the land and related equipment will be transferred to it for $1 and the property be determined "clean" by standards established by the Federal and California EPAs and other applicable agencies. The City reminded the Commission that the City is already in negotiations to provide ongoing emergency services at the Depot when it closes. Future use of the property must be consistent with historic preservation laws.

Two employee groups participated in a Base Visit. It should be remembered that only a small percentage of current base positions are scheduled for elimination by a BRAC action. Most current Government positions on the compound are scheduled to be realigned. A union representative of fire and safety employees of the FISC indicated that local jurisdictions had not been as quick as desired to open up jobs to FISC safety employees. The representative of the AFGE,

the union which represents the non-safety, non-management base employees, explained the Union is indifferent to the possibility of being BRACed. Discussions with other interested individuals suggests employees would be better off if BRACed because that action results in certain benefits to the employees.

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Fleet and Industrial Supply Center(FISC), Oakland, CA

COMMUNITY CONCERNS

FISC is located in three jurisdictions: Oakland, Alameda, and Richmond, CA. Alameda and Richmond would like to have the land in their cities closed under base closure rules which would expedite the transfer to them. Oakland is concerned that any base closure action would threaten implementation of special legislation authorizing the Secretary of the Navy to sign long term leases with the City of Oakland, the Port of Oakland and the City of Alameda for $1, for any FISC land and buildings not required by the Navy to perform its mission. The Port of Oakland and the Navy recently signed leases for two parcels of FISC land. The Port expressed concern that delays threatening their large port development plan would result if the remaining parcels were handled through the base closure process. Oakland would like only the specific area not being contemplated for lease be considered for any base closure action. The union, which represents most FISC employees and some of its tenants, also expressed opposition to closure.

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Fleet and Industrial Supply Center, Oakland, CA

DOD RECOMMENDATION: None (Removed by SECNAV due to "cumulative economic impact".
COMMISSION ALTERNATIVE: Close the Fleet and Industrial Supply Center.

CRITERIA	DOD RECOMMENDATION
MILITARY VALUE	7 of 8
FORCE STRUCTURE	N/A
ONE-TIME COSTS ($ M)	25.3
ANNUAL SAVINGS ($ M)	18.9
RETURN ON INVESTMENT	Immediate
NET PRESENT VALUE ($ M)	228.6
BASE OPERATING BUDGET ($ M)	30.7
PERSONNEL ELIMINATED (MIL / CIV) PERSONNEL REALIGNED (MIL / CIV)	24 / 157 283 / 895
ECONOMIC IMPACT (BRAC 95 / CUM)	- 0.3% / - 2.6%
ENVIRONMENTAL	• Buildings on the National Register of Historic Place are found at the Pt. Molate fuel farm. • The entire 441 acres at the FISC "Main Site" has been designated a candidate of the National Register. • The base has a bilge water discharge problem. • The base is in a moderate non-attainment area for CO and ozone, but the status of both may change. • $31 M will be required to remove all asbestos.

(C) = DoD recommendation for closure
(R) = DoD recommendation for realignment
(X) = Joint Cross Service Group alternative for closure or realignment
(*) = *Commission add for further consideration*

ISSUES REVIEWED
Fleet and Industrial Supply Center, Oakland, CA

• FISC Oakland recommended for closure by BRAC 93. • BRAC 93 closed Defense Depot Oakland and local major customers • Major tenants slated to move into leased space under the COBRA scenario. Two of these, DFAS Oakland and Military Sealift Command, Pacific,, intend to remain in a building currently occupied by FISC Oakland • FISC Oakland has been downsizing -- BRAC 95 scenario only includes 20 civilians at FISC Oakland. Remaining employees are those of tenants. • FISC owns land in 3 jurisdictions, each with its own perspective as to reuse /BRAC. • Attempts to lease space to City/Port of Oakland may be disrupted if Base is BRACed before leases are signed. • COBRA indicates most of realigned positions remain in the Oakland area. Employees of FISC itself benefit from being BRACed.	• Still providing limited support • Fire and Safety Union says its FISC Oakland personnel feel absorption by local Governments is less rapid than they would like and DoD has done less than it should to help them.. • American Federation of Government Employees (AFGE), which represents about half of the non-supervisory personnel who are assigned to and work on the base.

ISSUES REVIEWED
Fleet and Industrial Supply Center, Oakland, CA

• City of Richmond wrote that it desires to be BRACed and hopes to be given the land that falls within the City of Richmond. • City of Oakland does not want the Commission which could disrupt the 50 year lease of land which lies within the City of Oakland from the Navy to the City/Port of Oakland. • City of Alameda supports the plan for the City of Oakland, but wants the loand which falls in the City of Alameda to be BRACed and turned over to it, in the same manner it hopes the land currenlty occupied by NAS Alameda to be given to the City.	

DRAFT

ISSUES

Fleet and Industrial Supply Center, Oakland, CA

ISSUE	DoD POSITION	COMMUNITY POSITION	R&A STAFF FINDINGS
Many of the major customers of the FISC were closed by BRAC '93.	Many of the major customers of the FISC were closed by BRAC '93.	No position expressed.	R & A concurs with DoD position.
FISC Oakland was recommended for closure by BRAC 93.	FISC Oakland was recommended for closure by BRAC 93.	No position expressed.	R & A concurs with DoD position.
BRAC 93 closed Defense Depot Oakland, Naval Station Alameda, the NADEP, and the Naval Hospital, sharply limiting the value of FISC Oakland.	BRAC 93 closed Defense Depot Oakland, Naval Station Alameda, the NADEP, and the Naval Hospital, sharply limiting the value of FISC Oakland.	No position expressed.	R & A concurs with DoD position.
FISC Oakland is providing limited support to activities remaining in Oakland such as Military Sealift Command.	FISC Oakland is providing limited support to activities remaining in Oakland such as Military Sealift Command.	No position expressed.	FISC Oakland is providing limited support to activities remaining in Oakland such as Military Sealift Command.
There are two major tenants slated to move into leased space under the COBRA scenario. One of these, DFAS Oakland appears intent on remaining in a building currently occupied by FISC Oakland.	There are two major tenants slated to move into leased space under the COBRA scenario. One of these, DFAS Oakland appears intent on remaining in a building currently occupied by FISC Oakland.	No position expressed.	It may be less expensive for current tenants to remain in Government owned space than to move into leased space.

BRAC 95 scenario only includes 20 civilians at FISC Oakland. Remaining employees are those of tenants.	BRAC 95 scenario only includes 20 civilians at FISC Oakland. Remaining employees are those of tenants.	No position expressed.	BRAC 95 scenario only includes 20 civilians at FISC Oakland. Remaining employees are those of tenants.
COBRA indicates that most of realigned positions remain in the Oakland area.	COBRA indicates that most of realigned positions remain in the Oakland area.	No position expressed.	COBRA indicates that most of realigned positions remain in the Oakland area.
Reutilization issues are a major concern because prior to BRAC action, FISC Oakland was negotiating to lease some of its land to Port of Oakland.	Reutilization issues are a major concern because prior to BRAC action, FISC Oakland was negotiating to lease some of its land to Port of Oakland.	No position expressed.	Reutilization issues are a major concern because prior to BRAC action, FISC Oakland was negotiating to lease some of its land to Port of Oakland.
Cumulative Economic Impact	Cumulative Economic Impact	No position expressed.	Other locations have much higher cumulative economic impact, particularly if MSA San Francisco is combined with MSA Oakland.
FISC Oakland has been downsizing, currently employs 384 civilians, and is due to be down to 20 civilians as a result of reduced workload causes by BRAC 93 closures.	FISC Oakland has been downsizing, currently employs 384 civilians, and is due to be down to 20 civilians as a result of reduced workload causes by BRAC 93 closures.	No position expressed.	FISC Oakland has been downsizing, currently employs 384 civilians, and is due to be down to 20 civilians as a result of reduced workload causes by BRAC 93 closures.

FISC OAKLAND SCENARIO DETAILS

5 officers eliminated: 1 FISC, 1 PSD, 2 ROICC, 1 NAVMTO
19 enlisted eliminated: 11 PSD, 2 NAVMTO, 2 NEXCOM, 4 NTCC
157 civilians eliminated: 20 FISC, 15 ROICC, 9 DECA, 11 NTCC, 62 DRMO, 4 NRCC, 6 DISA, 21 DPPSMO, 9 ISOD

111 officers relocated: 41 Calif Natl Guard to Camp Pacific, Livermore, 6 USNS Mercy to Diego, 26 MSC Pacific to leased space Oakland, 10 Fleet Hospital Port Hueneme, 28 Logistics Group Pacific
172 enlisted relocated 49 Calif Natl Guard to Camp Pacific, 38 USNS Mercy to San Diego, 20 MSC Pacific to leased space Oakland, 21 Fleet Hospital to Port Hueneme, 44 Logistics Group Pacific to Everett WA
895 civilians relocated 20 DPSDO, 407 MSC, 400 DFAS, 20 DISA, 48 Fleet Hospital to Port Hueneme

1-06-0051-024 close FISC Oakland
page 2-4 note 3
2599 includes 407 stateside and 2192 civilian mariners administratively attached

FISC OAKLAND POSITIONS ELIMINATED

Personnel Category	FISC	PSD	DPSDO	DISA	ROICC	DEC

Officers eliminated: 1 FISC, 1 PSD, 2 ROICC, 1 NAVMTO

Enlisted eliminated: 11 PSD, 2 NAVMTO, 2 NEXCOM, 4 NTCC

Civilians eliminated: 20 FISC, 15 ROICC, 9 DECA, 11 NTCC, 62 DRMO, 4 NRCC, 6 DISA, 21 DPPSMO, 9 ISOD

FISC OAKLAND POSITIONS REALIGNED

FISC OAKLAND POSITIONS ELIMINATED

Personnel Category	FISC	PSD	DPSDO	DISA	ROICC	DECA	CALIFORNIA NATL GUARD	NAV

Officers eliminated: 1 FISC, 1 PSD, 2 ROICC, 1 NAVMTO

Enlisted eliminated: 11 PSD, 2 NAVMTO, 2 NEXCOM, 4 NTCC

Civilians eliminated: 20 FISC, 15 ROICC, 9 DECA, 11 NTCC, 62 DRMO, 4 NRCC, 6 DISA, 21 DPPSMO, 9 ISOD

LCDR Jim Kerber Comptroller/Planning (Code 90)
Ms. Monica Beary Supervisory Supply Systems Analyst (Code 91)
Mr. Ray Valderrrama (Deputy Comptroller (Code 92)

- Provided attached list showing where people are currently assigned
- Said it would be better if base closed -- at least employees could start getting privileges
- Primary responsibility is to act as host for numerous tenants -- speculated NAVSUP et. al. would be happy to see FISC Oakland close
- Hazardous material handling from bases being closed
- Personal property shipments -- but will taper off; due to be transferred to USAF in 18 months
- Gas cylinder responsibility shifted to regionalize
- Specialized procurement responsibility for non-standard material shifted to Puget Sound
- First RIF was in 4/95 (9 employees); have successfully relocated 54 + employees (some in FISC); other employees retired
- Virtually out of business, except for host responsibiliteies
- Closing of Defense Depot Oakland removed major responsibilities of FISC Oakland
- Closing of bases in vicinity of FISC Oakland have driven workload way down
- Expect another RIF of 40-50 in 9/95 and similar RIF in FY 96
- It is clearer day by day that the other commands are proceeding with their schedules which get increaseingly solid
- Their only growing mission is in handling the hazardous material turned in by other commands
- There is less and less reason for FISC to be open

FISC OAKLAND SCENARIO DETAILS

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2599 includes 407 stateside and 2192 civilian mariners administratively attached

FISC OAKLAND POSITIONS ELIMINATED

Personnel Category	FISC	PSD	DPSDO	DISA	ROICC	DEC

Officers eliminated: 1 FISC, 1 PSD, 2 ROICC, 1 NAVMTO

Enlisted eliminated: 11 PSD, 2 NAVMTO, 2 NEXCOM, 4 NTCC

Civilians eliminated: 20 FISC, 15 ROICC, 9 DECA, 11 NTCC, 62 DRMO, 4 NRCC, 6 DISA, 21 DPPSMO, 9 ISOD

FISC OAKLAND POSITIONS REALIGNED

FISC OAKLAND POSITIONS ELIMINATED

Personnel Category	FISC	PSD	DPSDO	DISA	ROICC	DECA	CALIFORNIA NATL GUARD	NAV

Officers eliminated: 1 FISC, 1 PSD, 2 ROICC, 1 NAVMTO

Enlisted eliminated: 11 PSD, 2 NAVMTO, 2 NEXCOM, 4 NTCC

Civilians eliminated: 20 FISC, 15 ROICC, 9 DECA, 11 NTCC, 62 DRMO, 4 NRCC, 6 DISA, 21 DPPSMO, 9 ISOD

LCDR Jim Kerber Comptroller/Planning (Code 90)
Ms. Monica Beary Supervisory Supply Systems Analyst (Code 91)
Mr. Ray Valderrrama (Deputy Comptroller (Code 92)

- Provided attached list showing where people are currently assigned
- Said it would be better if base closed -- at least employees could start getting privileges
- Primary responsibility is to act as host for numerous tenants -- speculated NAVSUP et. al. would be happy to see FISC Oakland close
- Hazardous material handling from bases being closed
- Personal property shipments -- but will taper off; due to be transferred to USAF in 18 months
- Gas cylinder responsibility shifted to regionalize
- Specialized procurement responsibility for non-standard material shifted to Puget Sound
- First RIF was in 4/95 (9 employees); have successfully relocated 54 + employees (some in FISC); other employees retired
- Virtually out of business, except for host responsibiliteies
- Closing of Defense Depot Oakland removed major responsibilities of FISC Oakland
- Closing of bases in vicinity of FISC Oakland have driven workload way down
- Expect another RIF of 40-50 in 9/95 and similar RIF in FY 96
- It is clearer day by day that the other commands are proceeding with their schedules which get increaseingly solid
- Their only growing mission is in handling the hazardous material turned in by other commands
- There is less and less reason for FISC to be open

Fleet and Industrial Supply Center, Oakland, CA

DOD RECOMMENDATION: None (Removed by SECNAV due to "cumulative economic impact".

COMMISSION ALTERNATIVE:
1. Close the FISC per DoD Scenario.
2. Close the FISC, but move two major tenants into leased space

*** Could BRAC portions of FISC land and could affect or "spare" employees

CRITERIA	COMMISSION PROPOSAL DOD REVISED COBRA	COMMISSION SCENARIO DOD COBRA
MILITARY VALUE	7 of 8	7 of 8
FORCE STRUCTURE	N/A	N/A
ONE-TIME COSTS ($ M)	23.0	61.6
ANNUAL SAVINGS ($ M)	12.6	7.6
RETURN ON INVESTMENT	1999 (Immediate)	2006 (7 years)
NET PRESENT VALUE ($ M)	150.7	49.2
BASE OPERATING BUDGET ($ M)	8.4	8.4
PERSONNEL ELIMINATED (MIL / CIV) PERSONNEL REALIGNED (MIL / CIV)	24 / 157 283 / 895	24 / 157 283 / 895
ECONOMIC IMPACT (BRAC 95 / CUM)	- 0.1% / - 2.7%	- 0.1% / - 2.7%
ENVIRONMENTAL	Not significant.	Not significant

ISSUES
Fleet and Industrial Supply Center (FISC), Oakland, CA

ISSUE	DoD Position	COMMUNITY POSITION	R&A STAFF FINDINGS
Justification for closing FISC	Navy said it would have closed base, but for number jobs lost	No position	R&A noted COBRA savings and Navy was willing to close FISC.
Recommended for closure by BRAC 93.	No position	Recommended for closure by BRAC 93.	Recommended for closure by BRAC 93.
BRAC '93 closed Naval Aviation Depot (NADEP), Naval Air Station, Defense Depot, moved ships and squadrons homeported at Naval Air Station (NAS) .	No position	No position	BRAC '93 closed NADEP, Naval Air Station, Defense Depot, Hospital, and ships and squadrons homeported at Naval Air Station.
Currently providing support to local activities; remaining mission after 1998 is as host.	Still providing support to local activities; remaining mission after 1998 is as host.	No position	Currently providing support to local activities; remaining mission after 1998 is as host to its tenants.
Varying opinions on reuse lease.	Reuse major concern to City of Oakland; various jurisdictions have varying interests.	Reuse major concern to City of Oakland; various jurisdictions have varying interests.	Reuse lease is major concern to City of Oakland; various jurisdictions have varying interests.
Two major tenants slated to move into leased space under COBRA scenario..	Two major tenants slated to move into leased space under COBRA scenario..	No position	Government owned space probably less expensive than leased space.
COBRA indicates most realigned positions remain in the Oakland area.	COBRA indicates most realigned positions remain in the Oakland area.	No position	COBRA indicates most realigned positions remain in the Oakland area.
Accuracy of estimated NPV of savings	Estimates are accurate	No position	Estimated NPV probably overstated due to plans to shrink foot-print
Extent of job loss	Job loss sufficiently severe to warrant keeping base open.	Job loss has been severe with numerous major base closings	Other locations have higher job loss

CLOSURE ALTERNATIVES
Fleet and Industrial Supply Center, Oakland, CA

ISSUE	ALTERNATIVES
CLOSE NOTHING	

ISSUE	ALTERNATIVES
CLOSE LAND	CLOSE LAND IN RICHMOND
	CLOSE LAND IN ALAMEDA
	CLOSE SOME LAND IN OAKLAND
	CLOSE ALL LAND IN OAKLAND

ISSUE	ALTERNATIVES
BRAC PERSONNEL	MOST CURRENT FISC EMPLOYEES MAY BENEFIT, BUT UNION DOES NOT WANT TO BE "BRACED"
	161 BILLETS OF TENANTS ARE ELIMINATED
	CLOSE SOME LAND IN OAKLAND
	CLOSE ALL LAND IN OAKLAND

NAVY WOULD HAVE CLOSED FISC OAKLAND, BUT FOR PERCEPTION OF JOB LOSSES

CITY AND PORT OF OAKLAND

CONCERNED BRAC MAY ENDANGER PORT NEGOTIATIONS

ISSUES
Fleet and Industrial Supply Center, Oakland, CA

ISSUE	R&A STAFF FINDINGS
Should FISC be closed or realigned?	Employees union (AFGE): No City and Port of Oakland : No; might interfere with lease efforts City of Richmond: Yes City of Alameda: Yes

PLEASE PUT UP SLIDES G2 AND G3

FISC OAKLAND WAS NOT ON THE SECRETARY OF DEFENSE'S LIST. THE COBRA PREPARED BY THE BSAT AND PROVIDED TO STAFF IN MARCH SHOWED A NET PRESENT VALUE SAVINGS OF $228 MILLION. IT WAS REMOVED FROM CONSIDERATION BY THE SECRETARY OF THE NAVY BECAUSE OF HIS CONCERN OVER CUMULATIVE JOB LOSSES.

THE DATA ON THE SLIDE ON YOUR LEFT WERE CALCULATED BY THE BSAT AFTER THE COMMISSION PLACED THE FISC ON THE LIST FOR CLOSURE CONSIDERATION. THESE DATA REFLECT AN NPV OF $151 M. PLEASE ALSO NOTE THE FISC IS RANKED 7TH OF THE 8 NAVY FISCS

FISC OAKLAND IS CURRENTLY PROVIDING SUPPORT TO LOCAL ACTIVITIES, MOST OF WHICH WERE CLOSED BY BRAC '93. WITH THE IMPENDING CLOSURE OF THESE SITES AND THE RELOCATION OF THE CARRIER AND OTHER SHIPS PREVIOUSLY HOMEPORTED AT NAS ALAMEDA, FISC'S WORKLOAD AND EMPLOYMENT LEVELS ARE DROPPING. AFTER 1998, ITS SOLE RESPONSIBILITY WILL BE AS HOST TO ITS 30-ODD TENANTS, AND UNDER CURRENT PLANS, EMPLOYMENT AT THE FISC ITSELF WILL BE DOWN TO 20 CIVILIAN EMPLOYEES BY 1998 .

A MAJOR JUSTIFICATION GIVEN IN 1993 FOR KEEPING FISC OPEN WAS THAT IT PROVIDED VITAL SUPPORT TO VARIOUS OVERSEAS LOCATIONS. SINCE THEN, THE NAVY HAS MADE OTHER ARRANGEMENTS FOR SUPPORT OF THESE COMMANDS.

THE MAJOR ISSUES WHICH WERE IDENTIFIED BY COMMUNITY OR NAVY DEAL WITH REUSE. UNDER CONGRESSIONAL LEGISLATION, THE SECRETARY OF THE NAVY WAS AUTHORIZED TO LEASE FISC OAKLAND LAND TO THE PORT OF OAKLAND FOR 50 YEARS. ORIGINALLY, THE LAND WAS TO BE LEASED AT FAIR MARKET VALUE, BUT A REVISION TO THE LEGISLATION CHANGED THE PAYMENT TO $1 PER YEAR.

FISC OAKLAND OWNS LAND IN THREE BAY AREA JURISDICTIONS: OAKLAND, ALAMEDA, AND RICHMOND. EACH JURISDICTION HAS ITS OWN OPINION AS TO WHAT SHOULD HAPPEN TO THE LAND WITHIN ITS BORDERS:

- ALAMEDA WANTS TO HAVE THE LAND WITHIN THE CITY BRACED AND PLANS TO USE THE APPROXIMATELY 169 ACRES OF FISC LAND WHICH LIE WITHIN ITS BORDERS AND ADJOINS NAS ALAMEDA (CLOSED BY BRAC 93), FOR AN INDUSTRIAL PARK AND FOR HOUSING.

- WITHIN RICHMOND LIES THE POINT MOLATE NAVAL FUEL DEPOT OF FISC OAKLAND, WHICH CEASED FUEL OPERATIONS AND IS SCHEDULED TO CLOSE THIS FISCAL YEAR. IT CONTAINS BUILDINGS ON THE NATIONAL REGISTER OF HISTORIC PLACES. THE CITY HOPES THE FACILITY WILL BE BRACED AND THAT IT WILL BE TRANSFERRED TO IT FOR $1. THE PROPERTY MUST BE DETERMINED "CLEAN" BY STANDARDS ESTABLISHED BY THE FEDERAL AND CALIFORNIA EPAS.

- UNDER PUBLIC LAW 100-180 SEC. 2338, AS AMENDED, THE SECRETARY OF THE NAVY WAS AUTHORIZED TO SIGN A 50 YEAR LEASE WITH CITY OF OAKLAND FOR $1, FOR ANY OF ITS LAND AND BUILDINGS NOT REQUIRED TO PERFORM THE FISC'S MISSION. THE NAVY HAS BEEN IN ACTIVE NEGOTIATIONS WITH PORT OF OAKLAND, WHICH OPERATES AS PART OF THE CITY, AND PLANS TO BUILD A HUGE INTER-MODAL THIS PROJECT IS ANTICIPATED TO GENERATE NUMEROUS NEW JOBS. THE CITY AND NAVY RECENTLY SIGNED LEASES FOR TWO OF FOUR OR FIVE PARCELS OF FISC LAND, AND EXPRESSED CONCERN THAT IF THE REMAINING PARCELS ARE HANDLED THROUGH THE BRAC PROCESS, AVAILABILITY OF THE LAND MAY BE DELAYED. THE ESTIMATED COST OF THE INTERMODAL FACILITY IS $500 M AND PROJECT DELAYS WOULD MAKE INVESTORS NERVOUS AND POSSIBLY RESULT IN THE PROJECT'S CANCELLATION. THUS, THE CITY DESIRES TO ENSURE NO FISC OAKLAND LAND, WITH THE POSSIBLE EXCEPTION OF A SPECIFIC 75 ACRE AREA, NOT CONSIDERED FOR LEASE, BE SLATED FOR ANY COMMISSION ACTION.

THE DISCUSSION ABOUT THE DESIRES OF THE THREE MUNICIPALITIES MAY BE A LITTLE CONFUSING, SO LET ME SHOW YOU A SLIDE WHICH SUMMARIZES THE ALTERNATIVES:

PLEASE PUT UP SLIDE NBU-50

1. DO NOTHING, THUS KEEPING FISC OAKLAND OPEN AND ALL LAND IN OAKLAND AVAILABLE FOR LEASE
2. VOTE TO CLOSE ALL OF FISC OAKLAND, INCLUDING ALL ITS LAND

3. VOTE TO CLOSE ALL OF FISC OAKLAND, INCLUDING ALL ITS LAND AND MOVE DFAS AND MSC TO GOVERNMENT OWNED SPACE
4. REALIGN FISC OAKLAND, INCLUDING

- CLOSE POINT MOLATE REFUELING STATION
- CLOSE NAVY SUPPLY ANNEX, ALAMEDA
- CLOSE FISC OAKLAND
- RETAIN ALL BUT 75 SPECIFICALLY DESCRIBED ACRES OF LAND

5. REALIGN FISC OAKLAND, ONLY CLOSING POINT MOLATE AND ALAMEDA

OF PARTICULAR CONCERN TO R & A STAFF WAS THE DOD RECOMMENDATION TO MOVE MILITARY SEALIFT COMMAND, PACIFIC AND DEFENSE FINANCE ACCOUNTING SERVICE TO LEASED SPACE IN OAKLAND. STAFF BELIEVES GOVERNMENT SPACE IS ALMOST ALWAYS PREFERABLE TO LEASED SPACE, PARTICULARLY WHEN SPACE IS AVAILABLE ON A DOD FACILITY WHICH CAN PROVIDE OR SHARE PERSONNEL, SECURITY, AND BASE OPERATING COSTS.

R & A STAFF ALSO REQUESTED BSAT RUN AN EXCURSION REFLECTING MOVING INTO GOVERNMENT OWNED SPACE AT OAKLAND ARMY BASE. THE LOWER SAVINGS, $49 MILLION, WERE ATTRIBUTABLE TO $62 MILLION IN ONE TIME COSTS IN BUILDINGS OCCUPIED UNTIL ONE YEAR AGO AND TO VERY HIGH BASE OPERATING SUPPORT AND REAL PROPERTY MAINTENANCE COST. R & A STAFF WOULD HAVE PREFERRED TO RECOMMEND MOVEMENT INTO LEASED SPACE, BUT GIVEN THIS SCENARIO, IT IS STRONGLY RECOMMENDED THAT GOVERNMENT OWNED FACILITIES BE CAREFULLY CONSIDERED

DOES ANYBODY HAVE ANY QUESTIONS?

PLEASE REMOVE SLIDES G-2 AND G-3

ISSUES
Fleet and Industrial Supply Center (FISC), Oakland, CA

ISSUE	DoD Position	COMMUNITY POSITION	R&A STAFF FINDINGS
Currently providing support to local activities; remaining mission after 1998 is as host.	Still providing support to local activities; remaining mission after 1998 is as host.	No position	Agree with DoD
Varying opinions on reuse lease.	Reuse major concern to City of Oakland; various jurisdictions have varying interests.	Reuse major concern to City of Oakland; other jurisdictions have varying interests.	Agree with community
COBRA indicates most realigned positions remain in the Oakland area.	COBRA indicates most realigned positions remain in the Oakland area.	No position	Agree with DoD
Accuracy of estimated NPV of savings	Estimates are accurate	No position	Estimated NPV probably overstated due to outleasing.
Two major tenants slated to move into leased space under COBRA scenario..	Two major tenants slated to move into leased space under COBRA scenario..	No position	Government owned space probably less expensive than leased space.
COBRA excursion moving into Oakland Army Base	Refurbishment costs and high BOS and RPMA costs at Oakland Army Base	No position	NPV : $ 49.2 M 1-time costs $ 61.6 M ROI 7 years Recurring savings: $ 7.6 M

Fleet and Industrial Supply Center, Oakland, CA

DOD RECOMMENDATION: None (Removed by SECNAV due to "cumulative economic impact".

COMMISSION ALTERNATIVE:

1. Close the FISC per DoD Scenario.
2. Close the FISC, but move two major tenants into leased space

CRITERIA	COMMISSION PROPOSAL DOD REVISED COBRA
MILITARY VALUE	7 of 8
FORCE STRUCTURE	N/A
ONE-TIME COSTS ($ M)	23.0
ANNUAL SAVINGS ($ M)	12.6
RETURN ON INVESTMENT	1999 (Immediate)
NET PRESENT VALUE ($ M)	150.7
BASE OPERATING BUDGET ($ M)	8.4
PERSONNEL ELIMINATED (MIL / CIV) PERSONNEL REALIGNED (MIL / CIV)	24 / 157 283 / 895
ECONOMIC IMPACT (BRAC 95 / CUM)	- 0.1% / - 2.7%
ENVIRONMENTAL	Not Significant

FLEET AND INDUSTRIAL SUPPLY CENTER
OAKLAND, CA
CLOSURE ALTERNATIVES

1) KEEP OPEN
2) CLOSE ALL
3) CLOSE AND MOVE DFAS AND MSC TO GOVT-OWNED SPACE
4) REALIGN
   - CLOSE PT. MOLATE REFUELING STATION
   - CLOSE NAVY SUPPLY ANNEX ALAMEDA
   - CLOSE FISC OAKLAND
   - RETAIN ALL BUT 75 ACRES OF LAND
5) REALIGN
   - CLOSE PT. MOLATE AND ALAMEDA