

DCN 4962

BRAC Commission

JUL 21 2005

2005 Defense Base Closure and Realignment Commission  
2521 S. Clark St., Ste. 600  
Arlington, VA 22202

Received

FAX 703 699 2735

**Subj: Navy Crane Center, Lester, PA**

State: Pennsylvania

**Comment: (see attached).** I am one of many concerned employees of the Navy Crane Center (NCC), Naval Facilities Engineering Command, Lester, PA. Two scenario's were evaluated consisting of closing NCC and relocating it to Navy owned spaces. The first scenario proposed relocating this office from leased space to Navy property within the Philadelphia, PA area. The second, and ultimately the scenario that was chosen as the final recommendation, is to relocate NCC from leased space in the Lester, PA and relocate it to Navy property in Norfolk, VA. **The chosen scenario is significantly more costly as demonstrated in the first 3 pages of the attachment. These 3 pages dispute the findings in the Infrastructure Analysis Team (IAT) Report RP-0431 IAT/REV of 4 Feb 2005 (excerpts enclosed).** I urge the commission to look carefully at the decision to move our office to Norfolk VA, rather than relocate it locally in the Philadelphia area which would result in a much lower cost to DoD and ultimately to the taxpayer. I respectfully request that this be addressed at the upcoming BRAC hearings scheduled for 25 July 2005.

---

refaxing  
1st 17 sheets  
due to  
FAX JAM  
you have the  
REST OF this FAX.

DCN 4962

BRAC Commission

JUL 21 2005

Received

## NAVY CRANE CENTER BRAC Discussion

### Military Value:

#### Items 1-4

The Base Realignment and Closure (BRAC) selection criteria requires the impact on current and future mission capabilities as well as operational readiness to be evaluated for installations on the recommended BRAC list. If the Navy Crane Center (NCC) were moved from Lester, PA to the Norfolk Naval Shipyard, scenario DON-0154, instead of being moved to the Philadelphia Naval Business Center (PNBC), scenario DON-0160, there would be a great impact on future mission capabilities and operation readiness to perform the Navy Crane Center's mission. SECNAV Instruction 11260.2, dated 10 September 1997, officially established the Navy Crane Center as the center of expertise for the safe and reliable operation of Navy weight handling equipment. Based on this instruction, the Navy Crane Center is responsible for policy, training, compliance, in-service technical support, and acquisition for all weight handling equipment throughout the Navy. Our vision statement is, "We are the organization of choice for weight handling program solutions. We are leaders who offer and deliver timely and effective weight handling program solutions."

If the Navy Crane Center is moved from Lester, PA to the Norfolk Naval Shipyard, much of the advanced technical knowledge and experience that makes the Navy Crane Center the center of expertise for weight handling program solutions will be lost. The Cost of Base Realignment Actions (COBRA) models indicate that 41 of the 55 people employed by the Navy Crane Center in Lester, PA will move to Norfolk. This is an unrealistically high number. We understand that the COBRA model uses the same criteria for all installations on the recommended BRAC list. The reality is that approximately 10-15 people will actually move with the organization. The remainder will retire, get another job, or be Reduction in Force (RIF) separated because they decline the offer of a position in a different commuting area. This would create a large gap in the ability of the Navy Crane Center to accomplish its mission. New people would have to be hired to perform the functions of those that did not relocate. The time required for the organization to regain the expertise that would be lost could be significant. A recent article in the GOVEXEC.com daily briefing dated June 21, 2005 by David McGlinchey discusses this topic. The article is titled, "Government Reform chairman says base-closing plan could cause brain drain." The article indicates that most people are more tied to their area/location than to their jobs and the BRAC commissioners need to factor this in.

If the Navy Crane Center were moved to the Philadelphia Naval Business Center, the organization would remain in tact and the mission capabilities and operational readiness would not be affected.

DCN 4962

BRAC Commission

JUL 21 2005

Received

**Other Considerations:****Item 5**

Criterion five states that the BRAC commission is to consider, "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." To this extent, two scenarios were analyzed. One to move the Navy Crane Center from Lester, PA to the Norfolk Naval Shipyard (DON-0154) and the other to move it to the Philadelphia Naval Business Center (DON-0160). Enclosure (3) to the Department of the Navy's Infrastructure Analysis Team (DON AIT) memorandum for the DON Analysis Group (DAG) dated 4 February 2005 contains slides dated 10 January 2005 that provide the financial information for scenarios DON-0154 and DON-0160. Paragraph 6 through 9 of the DON AIT memorandum provides narrative discussion about the scenarios.

Scenario DON-0154 shows that the one-time cost to move the Navy Crane Center from Lester, PA to Norfolk Naval Shipyard is \$3.781 million with a return on investment of 5 years. A significant part of the one-time cost is a Military Construction (MILCON) project for \$1.13 million that would be required to bring the target building up to office standards. More recent COBRA reports show the MILCON costs to be \$2.151 million. This increases the one-time costs to \$4.802 million and extends the return on investment to 6 years.

Scenario DON-0160 shows that the one-time cost to move the Navy Crane Center from Lester, PA to the Philadelphia Naval Business Center is \$973,000 with a return on investment of 2 years. This is approximately \$4 million less than moving to Norfolk and provides return on investment 4 years sooner.

The concluding slide states, "**While DON-0160 is better financially, NAVFAC [Navy Crane Center's parent command] would prefer to be located in Norfolk.**" A note is included that says that the Navy Crane Center already has a detachment of 14 people in Norfolk. Paragraph 9 of the Department of the Navy's Infrastructure Analysis Team memorandum for the DON Analysis Group (DAG) dated 4 February 2005 states that, "**CDR Clarke and CDR Flather informed the DAG that NCC has indicated a preference to relocate to Norfolk rather than PNBC in order to achieve operational synergies.**"

Preferences and operational synergies are not included in the Under Secretary of Defense (Acquisition, Technology and Logistics) memorandum dated January 4, 2005 that provides the 2005 Base Closure and Realignment Selection Criteria. The objective of BRAC is to close or realign installations in the most cost effective manner possible. By recommending to relocate the Navy Crane Center to Norfolk Naval Shipyard (scenario DON-0154), the Navy Crane Center, NAVFAC, the DON Analysis Group, and the DON Infrastructure Analysis Team have disregarded the 2005 base closure and realignment selection criteria set forth by the Under Secretary of Defense (Acquisition, Technology and Logistics).

DCN 4962

BRAC Commission

JUL 21 2005

Received

Operational synergy is not worth \$4 million of tax payer money. As stated on the concluding slide mentioned above, the Navy Crane Center already has a detachment of 14 people located in the Norfolk Naval Shipyard. This office includes in-service engineering personnel, local site representatives, and an audit team. These 14 people provide any operational synergy necessary for the installations in the Norfolk area. The Navy Crane Center provides services to over 200 Navy activities throughout the world. Navy Crane Center headquarters located in Lester, PA as well as other field offices throughout the country provide services to all Navy activities. Our focus should not be just one shipyard.

SECNAV Instruction 11260.2, dated 10 September 1997 states, "All Navy weight handling equipment must be properly operated, maintained, inspected, tested, and certified. Personnel involved in the weight handling program must be properly trained and qualified. To achieve these objectives, program policies must be established and consistently applied throughout the Navy shore establishment. Centralized oversight and technical control are required to ensure program compliance." The Navy Crane Center provides this centralized oversight and technical control in an independent manner. Locating the Navy Crane Center headquarters within one shipyard would destroy this independence. Having the Navy Crane Center in Norfolk Naval Shipyard would not provide operational synergy, it would create a conflict of interest and cause one shipyard to have influence over decisions made by the Navy Crane Center.

If the Navy Crane Center is located at the Philadelphia Naval Business Center there would be no conflict of interest.

#### **Items 6, 7, and 8**

Neither scenario DON-0154 nor DON-0160 would have a significant economic or environmental impact on the existing or receiving communities. Also, the infrastructure at both PNBC and Norfolk Naval Shipyard could support the additional personnel.

DCN 4962

BRAC Commission

Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA JUL 21 2005



Received

INFRASTRUCTURE ANALYSIS TEAM

(OASD) (HSA), 2224 South Clark Street, Suite 900, Arlington, VA 22202

(703)-602-6500

RP-0431

IAT/REV

Subj: REPORT OF DAG DELIBERATIONS OF 10 JANUARY 2005

Ref: (a) DON BRAC 2005 Objectives

- Encl:
- (1) 10 January 2005 DAG Agenda
  - (2) COBRA Brief of 10 January 2005 for DON-0074A
  - (3) COBRA Brief of 10 January 2005 for DON-0154 and DON-0160
  - (4) Selection Criteria 6 through 8 Brief of 10 January 2005 for DON-0073, DON-0074A, DON-0075, DON-0154, and DON-0160
  - (5) COBRA Brief of 10 January 2005 for DON-0077 and DON-0155
  - (6) COBRA Brief of 10 January 2005 for DON-0079 and DON-0156
  - (7) Selection Criteria 6 through 8 Brief of 10 January 2005 for DON-0078, DON-0077, DON-0155, DON-0079, and DON-0156
  - (8) COBRA Brief of 10 January 2005 for DON-0132
  - (9) IAT HSA Regional Support Activities Functions Summary for Installation Management (IM) Regions and Others of 10 January 2005
  - (10) IAT HSA Scenario Summary Sheets of 10 January 2005
  - (11) COBRA and Risk Assessment Update Brief of 10 January 2005 for DON-0003, DON-0031, and DON-0032
  - (12) COBRA Brief (Revised) of 10 January 2005 for DON-0033 and DON-0034
  - (13) COBRA Brief (Revised) of 10 January 2005 for DON-0006A and DON-0007 and Selection Criteria 6 through 8 Brief for DON-0006A

1. The thirty-third deliberative session of the Department of the Navy (DON) Analysis Group (DAG) convened at 0940 on 10 January 2005 in the Infrastructure Analysis Team (IAT) conference room located at Crystal Plaza 6, 9<sup>th</sup> floor.

The following members of the DAG were present: Ms. Anne R. Davis, Chair; Ms. Ariane Whittemore, Member; Mr. Thomas R. Crabtree, Member; BGen Martin Post, USMC, Member; Mr. Paul Hubbell, Member; Mr. Michael Jaggard, Member; and, Ms. Debra

DCN 4962

BRAC Commission

Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

JUL 2 1 2005

Subj: REPORT OF DAG DELIBERATIONS OF 10 JANUARY 2005

Received

Edmond, Member. MajGen Emerson N. Gardner Jr., USMC, Member, and Ms. Carla Liberatore, Member, did not attend the deliberative session. Additionally, Ronnie J. Booth, Navy Audit Service Representative; Mr. Thomas N. Ledvina, Navy Office of General Counsel, Representative; LtCol Anthony A. Wienicki, USMC; and, the following members of the IAT were present: Mr. Dennis Biddick, IAT Chief of Staff, Mr. David LaCroix, Senior Counsel; CDR Robert E. Vincent II, JAGC, USN, Recorder; and, Capt James A. Noel, USMC, Recorder. All attending DAG members were provided enclosures (1) through (13).

2. Ms. Davis reminded the DAG that, at its 4 January 2005 deliberative session, it assessed whether DON needed to promulgate a set of BRAC 2005 Objectives. At that deliberative session, the DAG decided to review five general DON BRAC 2005 Objectives contained within the BRAC 2005 Process briefing (these Objectives are a segment of the BRAC 2005 Process briefing that Ms. Davis has provided to senior DON officials) and evaluate if they provide DON with an ability to measure whether the BRAC 2005 process has satisfied overall DON objectives. Reference (a) pertains. The DAG determined that these five general DON BRAC 2005 Objectives would suffice for this purpose and, because they have already been provided to the DON senior leadership on several occasions, no further promulgation is required. Additionally, the DAG recognized that the BRAC 2005 Objectives are not intended to be limiting; rather, the Navy and Marine Corps could internally expand them as necessary.

3. CDR Robert S. Clarke, CEC, USN and CDR Jennifer R. Flather, SC, USN, members of the IAT HSA Team, and Mr. Jack Leather presented preliminary COBRA results for scenario DON-0074A, which would consolidate Naval Facilities Engineering Command (NAVFAC) Engineering Field Division (EFD) South, Charleston, SC, with NAVFAC Engineering Field Activity (EFA) Southeast, Jacksonville, FL; NAVFAC EFA Midwest, Great Lakes, IL; and, NAVFAC EFD Atlantic, Norfolk, VA. Enclosure (2) pertains. CDR Clarke and CDR Flather reminded the DAG that it reviewed the preliminary COBRA results for scenario DON-0074, which would consolidate EFD South with EFA Southeast and EFA Midwest, at its 20 December 2004 deliberative session. They informed the DAG that, subsequent to the 20 December 2004 DAG deliberative session, the IAT HSA Team consulted NAVFAC concerning scenario DON-0074 and modified the scenario in order to comply with NAVFAC's Transformation Plan, which is designed to consolidate facilities engineering support in all Navy regions and align NAVFAC with the Regional Command Structure being implemented by

Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

DCN 4962

BRAC Commission

Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

JUL 21 2005

Subj: REPORT OF DAG DELIBERATIONS OF 10 JANUARY 2005

Received

Commander, Navy Installations (CNI). Accordingly, the IAT HSA Team, in consultation with NAVFAC, developed scenario DON-0074A, which realigns EFD South Echelon 4 elements to NAVFAC EFA Midwest and NAVFAC EFA Southeast and realigns EFD South Echelon 3 elements to NAVFAC EFD Atlantic. Slide 2 of enclosure (2) pertains.

4. Mr. Leather noted that an evaluation of the initial data concerning the one-time costs and steady-state savings reveals that the Payback is eight years and the 20-year net present value (NPV) savings would be approximately \$20.4M. He contrasted this scenario with scenario DON-0074, which would take over 100 years to realize a Payback and reduce far fewer billets. See slides 3 and 4 of enclosure (2). Mr. Leather noted scenario DON-0074A includes approximately \$10.8M in MILCON costs (primarily to construct a new general Administration building for the NAVFAC EFD South assets relocating to NAS Jacksonville). See slides 5 and 6 of enclosure (2). Mr. Leather then reviewed the recurring costs and savings for scenario DON-0074A. See slides 7 and 8 of enclosure (2).

5. The DAG recognized that scenario DON-0074A was an independent action that consolidated EFD South assets with the regions that NAVFAC EFD South currently supports. Additionally, the DAG noted that this consolidation would enhance the distribution of assets to both parent commands and future Facility Engineering Commands (FECs) and move NAVFAC EFD South out of leased space. The DAG determined that this scenario had a good return on investment and directed the IAT HSA Team to continue to refine the data, conduct Selection Criteria 6 through 8 analyses, and prepare a Candidate Recommendation Risk Assessment (CRRA) for the DAG's review.

DR Clarke, CDR Flather, and Mr. Leather presented preliminary COBRA results for scenario DON-0154, which would relocate Navy Crane Center (NCC) from leased space in Lester, PA, to Norfolk Naval Shipyard (NNSY), Portsmouth, VA, and scenario DON-0160, which would relocate NCC from leased space in Lester to Philadelphia Naval Business Complex (PNBC), Philadelphia, PA. Enclosure (3) pertains. CDR Clarke and CDR Flather reminded the DAG that, at its 20 December 2004 deliberative session, it directed the IAT HSA Team to develop scenario data calls (SDC) to relocate NCC, both locally and to Norfolk, after reviewing scenario DON-0073, which would relocate NAVFAC EFA Northeast, the other Navy activity co-located in leased space in Lester, and allow a fenceline closure.

Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

DCN 4962

BRAC Commission

Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

JUL 21 2005

Subj: REPORT OF DAG DELIBERATIONS OF 10 JANUARY 2005

Received

Mr. Leather noted that an evaluation of the initial data concerning the one-time costs and steady-state savings for scenario DON-0154 reveals that the Payback is five years and the 20-year NPV savings would be approximately \$6.46M. Mr. Leather noted that the initial data indicates that the one-time costs for scenario DON-0154 totaled \$3.78M and was primarily due to MILCON costs to rehabilitate facilities at NNSY and moving costs to relocate personnel to NNSY. See slides 3 through 6 of enclosure (3). CDR Clarke and CDR Flather informed the DAG that the one-time costs also included realignment of the Controlled Industrial Area fenceline within NNSY in order to accommodate Anti-Terrorism/Force Protection (AT/FP) requirements associated with the relocation of NCC to NNSY. Mr. Leather noted that the steady-state savings were low because the scenario did not eliminate any billets. See slide 4 of enclosure (3). CDR Clarke and CDR Flather informed the DAG that although a NCC Detachment is currently located at NNSY, it performs specific functions that are distinct from NCC. Accordingly, co-location of both facilities onboard NNSY would not automatically enable NCC to eliminate billets. Mr. Leather then reviewed the recurring costs and savings for scenario DON-0154 and noted that the most significant recurring savings would result from the elimination of property lease costs. See slides 7 and 8 of enclosure (3).

Mr. Leather noted that an evaluation of the initial data concerning the one-time costs and steady-state savings for scenario DON-0160 reveals that the Payback is two years and the 20-year NPV savings would be approximately \$6.15M. Mr. Leather noted that the initial data indicates that the one-time costs for scenario DON-0160 totaled \$973K. He explained that the costs were low due to the fact that the MILCON costs to rehabilitate facilities at PNBC were approximately \$645K and there were no moving costs since PNBC is located less than 50 miles from NCC's present location. See slides 3, 5, and 6 of enclosure (3). Mr. Leather noted that the steady-state savings were low because the scenario did not eliminate any billets. See slide 4 of enclosure (3). CDR Clarke and CDR Flather noted that PNBC is not currently located within a DOD fenceline. Rather, it is located in a facility owned and operated by the city of Philadelphia. In order to accommodate the relocation of NCC, PNBC would need to comply with AT/FP requirements, which would necessitate additional one-time costs. Mr. Leather then reviewed the recurring costs and savings for scenario DON-0160 and noted that the most significant recurring savings would result from the elimination of property lease costs. See slides 7 and 8 of enclosure (3).

Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

DCN 4962

BRAC Commission

Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

JUL 21 2005

Subj: REPORT OF DAG DELIBERATIONS OF 10 JANUARY 2005

Received

[REDACTED]

The DAG noted NCC's preference, discussed the preliminary COBRA results of both scenarios, and directed the IAT HSA Team to continue to refine the data, conduct Selection Criteria 6 through 8 analyses, and prepare a CRRA for both scenarios for the DAG's review.

10. CDR Clarke, CDR Flather, Mr. Leather, and CDR Margaret M. Carlson, JAGC, USN, used enclosure (4) to present updated COBRA results, Selection Criteria 6 through 8 analyses, and CRRA for five HSA DON Regional Support Activities (RSA) NAVFAC scenarios - DON-0073, DON-0074A, DON-0075, DON-0154, and DON-0160. They reminded the DAG that scenario DON-0073 would relocate NAVFAC EPA Northeast from leased spaces in Lester, PA, to SUBASE New London, CT and aligns with scenario DON-0040, a HSA DON RSA Installation Management (IM) Function scenario. They also reminded the DAG that scenario DON-0075 would consolidate NAVFAC EPA Northeast with FEC Mid-Atlantic, Norfolk, VA, and aligns with scenario DON-0041, another IM Function scenario.

11. Mr. Leather recapped the updated COBRA results, noting that an evaluation of the one-time costs and steady state savings for scenario DON-0073 indicates a Payback within seven years and that the 20-year NPV savings would be approximately \$14.89M. He stated that the one-time costs and steady-state savings for scenario DON-0075 indicate a Payback within two years and that the NPV savings would be approximately \$51.77M. See slide 2 of enclosure (4). He stated that the Payback periods and 20-year NPV savings for scenarios DON-0074A, DON-0154, and DON-0160 were also set forth in slide 2 of enclosure (4) and noted that the DAG had already reviewed the preliminary COBRA results during today's deliberative session. Mr. Leather provided the preliminary Selection Criterion 6, economic impact, results for all five scenarios and noted that the preliminary analyses did not identify any issues of concern. Slides 3 through 15 enclosure (4) and Economic Impact Reports, which are attachments to enclosure (4), pertain. Mr. Leather also provided the preliminary Selection Criterion 7 results for all five scenarios and noted that the preliminary analyses did not identify any community infrastructure risks with any of the five scenarios. Slide 16 of enclosure (4) and Community Infrastructure Reports, which are attachments to enclosure (4), pertain.

12. CDR Carlson provided the preliminary Selection Criterion 8 results for all five scenarios. Slides 17 through 26 of enclosure (4) and Summary of Scenario Environmental Impacts

Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

DCN 4962

BRAC Commission

Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

JUL 21 2005

Subj: REPORT OF DAG DELIBERATIONS OF 10 JANUARY 2005

Received

(SSEI), which are attachments to enclosure (4), pertain. She informed the DAG that the Selection Criterion 8 analyses did not identify any substantial environmental impacts, including the impact of environmental costs, for any of the five scenarios.

13. The DAG then reviewed the CRRA for each scenario. Slides 27 through 31 of enclosure (4) pertain. The DAG decided that, if a scenario has a minor impact on mission capability, but included personnel relocation, then the Warfighting/Readiness Risk section of the CRRA should be assigned a score of "1". The DAG concurred with the IAT HSA Team's recommendations with the following modifications:

a. Scenarios DON-0071 and DON-0075. The DAG determined that these scenarios would have a minor impact on mission capability, but noted that that most of the civilian personnel billets would need to be relocated under both scenarios. Accordingly, the DAG decided that the Warfighting/Readiness Risk section of the CRRA for both scenarios should be assigned a score of "1". The DAG also determined that the Issues portion of the CRRA for both scenarios should denote that they are dependent upon DON's decision concerning IM Region scenarios and that both scenarios eliminate property lease costs.

b. Scenario DON-0154. The DAG determined that this scenario would have a minor impact on mission capability, but noted that most of the civilian personnel billets would need to be relocated. Accordingly, the DAG determined that the Warfighting/Readiness Risk section of the CRRA should be assigned a score of "1". The DAG also determined that the Issues portion of the CRRA should also denote that relocation to Norfolk would provide operational synergy, as opposed to remaining a stand-alone activity in Philadelphia.

14. The DAG recessed at 1109 and reconvened at 1118. All DAG members who were present when the DAG recessed were again present.

15. CDR Clarke, CDR Flather, and Mr. Leather presented preliminary COBRA results for two HSA DON RSA Naval Reserve Readiness Command (NAVRESREDCOM) scenarios affecting NAVRESREDCOM Northeast, Newport, RI. Enclosure (5) pertains. CDR Clarke and CDR Flather reminded the DAG that scenario DON-0077 would relocate NAVRESREDCOM Northeast to SUBASE New London, CT. They also reminded the DAG that it reviewed the initial COBRA results for scenario DON-0077 at its 21 December 2004 deliberative session, discussed the possibility that

Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

DCN 4962

BRAC Commission

Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

JUL 21 2005

Subj: REPORT OF DAG DELIBERATIONS OF 10 JANUARY 2005

Received

consolidation of NAVRESREDCOM Northeast with Commander, Navy Region Northeast may provide additional savings, and directed the IAT HSA Team to consult with Commander, Naval Reserve Force (COMNAVRESFOR) and develop a possible alternate scenario to consolidate NAVRESREDCOM Northeast with Commander, Navy Region (COMNAVREG) Northeast. They informed the DAG that, at its 23 December 2004 deliberative session, the IEG approved issuance of a SDC for scenario DON-0155, which would consolidate NAVRESREDCOM Northeast with COMNAVREG Northeast.

16. Regarding scenario DON-0077, Mr. Leather noted that the updated COBRA results were the same as the initial results reviewed by the DAG at its 21 December 2004 deliberative session. Specifically, due to necessary one-time costs (primarily MILCON to rehabilitate an existing SUBASE New London facility) and the lack of any steady-state savings (no billets are eliminated), scenario DON-0077 will probably never realize a Payback. Mr. Leather noted that the initial data for scenario DON-0155 indicates that this scenario will have the identical one-time costs and lack of any steady-state savings for the same reasons as identified in scenario DON-0077. Accordingly, this scenario will probably never realize a Payback. See slides 3 through 6 of enclosure (5). CDR Clarke and CDR Flather informed the DAG that COMNAVRESFOR has indicated that the personnel savings associated with consolidation of NAVRESREDCOM Northeast with COMNAVREG Northeast could not be determined until completion of a manpower study. Accordingly, the preliminary COBRA results do not contain any billet eliminations. Mr. Leather then reviewed the recurring costs and savings for scenarios DON-0077 and DON-0155. See slides 7 and 8 of enclosure (5).

17. CDR Clarke, CDR Flather, and Mr. Leather presented preliminary COBRA results for two HSA DON RSA NAVRESREDCOM scenarios affecting NAVRESREDCOM Northeast and NAVRESREDCOM Mid-Atlantic, Washington, DC. Enclosure (6) pertains. CDR Clarke and CDR Flather reminded the DAG that scenario DON-0079 would realign NAVRESREDCOM Northeast to NAVRESREDCOM Mid-Atlantic, Washington, DC. They also reminded the DAG that it reviewed the initial COBRA results for scenario DON-0079 at its 21 December 2004 deliberative session, discussed the possibility that consolidation of these NAVRESREDCOMs with the region may provide additional savings, and directed the IAT HSA Team to consult with COMNAVRESFOR and develop a possible alternate scenario to consolidate NAVRESREDCOM Northeast and NAVRESREDCOM Mid-Atlantic with Commander, Navy Region Mid-Atlantic, Norfolk, VA. They informed the DAG that, at its 23 December 2004 deliberative

Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA



*Department of the Navy*  
*Infrastructure Analysis Team*

---

**Scenario DON-0154**

**Relocate NAVCRANECEN Lester  
PA to Norfolk Naval Shipyard**

**DON-0160**

**Relocate NAVCRANECEN Lester  
PA to PNBC  
Criterion 5 – COBRA**

10 January 2005

Jack Leather

CDR Flather

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

JUL 21 2005

Received

DCN 4962

BRAC Commission

JUL 21 2005

Received  
2



Department of the Navy

Infrastructure Analysis Team

**Scenario Description**

- **DON-0154 Relocate Navy Crane Center from leased space in Lester, PA to Naval Shipyard Norfolk, VA**
- **DON-0160 Relocate Navy Crane Center from leased space in Lester, PA to Philadelphia Naval Business Complex**

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

DCN 4962

BRAC Commission

JUL 21 2005

Received



# ROI Summary

Scenario	One-Time Costs	Steady-State Savings	ROI Years	20 Year NPV
DON-0154 NNSY	3,781	822	5	8,468

All Dollars shown in Millions

Scenario	One-Time Costs	Steady-State Savings	ROI Years	20 Year NPV
DON-0160 PNBO	1,970	589	2	6,153

All Dollars shown in Millions

### Notes:

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

DCN 4962

BRAC Commission

JUL 21 2005

Received

Department of the Navy  
Infrastructure Analysis Team

Disposition of Billets/Positions



Scenario	OFF	ENL	CIV	STU	TOT
Eliminate	0	0	0		0
Move	1	0	54	0	55

Notes:

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

DCN 4962

BRAC Commission

JUL 21 2005

Received

Department of the Navy

Infrastructure Analysis Team

One-Time Costs/Savings Summary

One - Time Costs/Savings FY06 - FY11							
Scenario	Const	Pers	Ovhd	Move	Other	Total Costs	Net Costs
DDM-015-UNSY	1,120	202	0	1,873	537	3,732	3,732

All Dollars Shown in Millions

Notes:

- Pers: RIF, early retirement and unemployment
- Move: Civilian and military moving, freight and IT
- Other: Contract Start-up and termination and one-time unique costs
- Svgs: Military Moving

One - Time Costs/Savings FY06 - FY11							
Scenario	Const	Pers	Ovhd	Move	Other	Total Costs	Net Costs
DDM-015-ANBC	845	0	0	0	328	1,173	1,173

Notes: Other: Contract Start-up and termination and one-time unique costs



**Department of the Navy**  
*Infrastructure Analysis Team*

# MILCON Summary

<b>Scenario: DON-0154</b>	<b>Norfolk Naval Shipyard</b>			
<b>Construction FAC Description</b>	<b>UM</b>	<b>New</b>	<b>Rehab</b>	<b>Cost</b>
<b>General Administrative Building</b>	<b>SF</b>	<b>0</b>	<b>11400</b>	<b>1.130</b>
<b>TOTAL</b>				<b>1.130</b>

Note: All Dollars Shown in Millions

Notes: Rehab "RED" building in the Controlled Industrial Area

<b>Scenario: DON-0160</b>	<b>PNBC</b>			
<b>Construction FAC Description</b>	<b>UM</b>	<b>New</b>	<b>Rehab</b>	<b>Cost</b>
<b>General Administrative Building</b>	<b>SF</b>	<b>0</b>	<b>12000</b>	<b>.644</b>
<b>TOTAL</b>				<b>.644</b>

Notes: Rehab "Amber" building which is NOT behind a fenceline which raises ATFP concerns

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

07/21/2005 06:14 NAVA CRANE CENTER → 87036992735

Received  
 JUL 21 2005  
 BRAC Commission

DCN 4962

BRAC Commission

JUL 2 1 2005

Received

Department of the Navy  
Infrastructure Analysis Team

Recurring Costs/Savings Summary

Recurring Costs/Savings FY06 - FY11						
Scenario	O&M	Mil Pers	Other	Total Costs	Svgs	Net Costs
DON-0154 NNSY	.167	.054	0	.221	-2.795	-2.574

All Dollars Shown in Millions

Recurring costs: O&M: Civilian salaries

MILPERS: BAH

Savings: Civ Salaries, BAH and Lease costs

Recurring Costs/Savings FY06 - FY11						
Scenario	O&M	Mil Pers	Other	Total Costs	Svgs	Net Costs
DON-0160 PNBC	.042	0	0	.042	-1.8	-1.758

Recurring costs: O&M: BOS

Savings: Lease costs



**Department of the Navy**  
*Infrastructure Analysis Team*

## Key Elements of Recurring Savings

Scenario: DON-0154 NNSY		
Element <small>(* Indicates recurring savings will occur to year 2025)</small>	Description	Total Net Savings (\$M) FY06-FY11
O&M *	Civilian Salaries	.672
MILPERS	BAH	.077
Other	Lease costs and TAD	2.145

Notes: Lease costs = \$600K; TAD savings of \$115K since they will be out of Norfolk

Scenario: DON-0160 PNBC		
Element <small>(* Indicates recurring savings will occur to year 2026)</small>	Description	Total Net Savings (\$M) FY06-FY11
Other	Lease costs	1.8

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

Received  
88

JUL 2 1 2005

BRAC Commission

07/21/2005 06:14 NAVY CRANE CENTER → 87036992735 NO. 029 P019

DCN 4962

BRAC Commission

JUL 21 2005

Received

Department of the Navy  
Infrastructure Analysis Team



**Scenario Issues**

- While DON-0160 is better financially, NAVFAC would prefer to be located in Norfolk.
- NAVCRANECEN Det already exists in Norfolk (14 pers)

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

DCN 4962

BRAC Commission

JUL 21 2005

Received

**TAB 4**



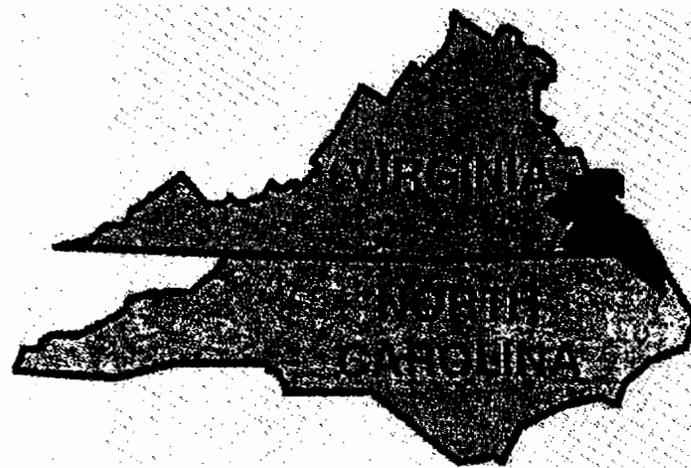
Department of the Navy  
Infrastructure Analysis Team

# Criterion Six – Economic Impact DON-0154, NAVSHIPYD NORFOLK, Receiving

## •Virginia Beach-Norfolk-Newport News, VA-NC Metropolitan Statistical Area (47260)

### Counties

Chesapeake	Norfolk	York
Currituck	Poquoson	Surry
Gloucester	Portsmouth	Suffolk
Hampton	Isle of Wight	James City
Mathews	Virginia Beach	Williamsburg
Newport News		



## •Overall Economic Impact of Proposed BRAC-05 Action:

•ROI population(02)	1,613,728
•ROI employment (02)	978,888
•Authorized Manpower (05)	10,474
•Manpower(05) /employment(02)	1,07%
•Total estimated Job Change	131
•Job change/employment (02)	0.01%

## •ISSUES:

10 Jan 05

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

Received

JUL 2 1 2005

BRAC Commission



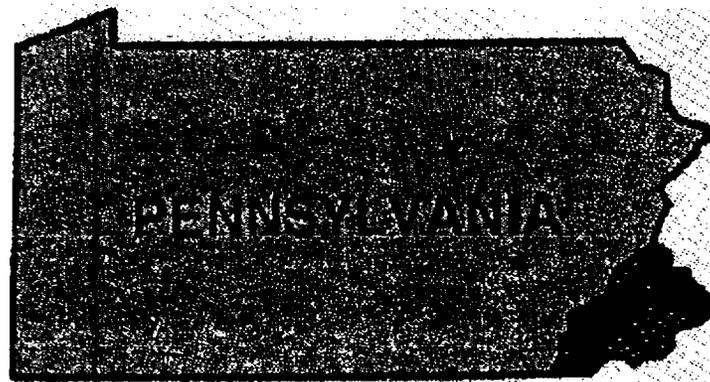
Department of the Navy  
Infrastructure Analysis Team

### Criterion Six – Economic Impact DON-0160, NAVCRANECEN, Losing

#### •Philadelphia, Pennsylvania Metropolitan Division (37964)

#### Counties

- Bucks                      Chester
- Delaware                 Montgomery
- Philadelphia



#### •Overall Economic Impact of Proposed BRAC-05 Action:

•ROI population(02)	3,866,263
•ROI employment (02)	2,273,372
•Authorized Manpower (05)	58
•Manpower(05) /employment(02)	0%
•Total estimated Job Change	-100
•Job change/employment (02)	-0%

#### •ISSUES:

10 Jan 05

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

Received

JUL 2 1 2005

BRAC Commission

DCN 4962

BRAC Commission

JUL 2 1 2005

Received

**Department of the Navy**  
*Infrastructure Analysis Team*

**Criterion Six - Economic Impact**  
**DON-0160, PNBC PHILADELPHIA, Receiving**



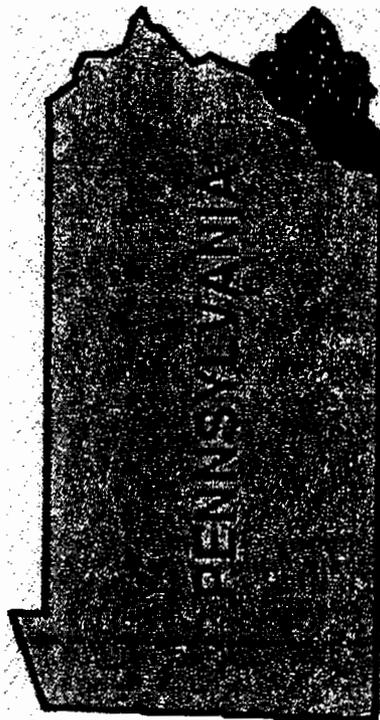
• Philadelphia, Pennsylvania  
 Metropolitan Division (37964)

Counties

Bucks Chester

Delaware Montgomery

Philadelphia



• Overall Economic Impact of  
 Proposed BRAC-05 Action:

- ROI population(02) 3,866,263
- ROI employment (02) 2,273,372
- Authorized Manpower (05) 366
- Manpower(05) /employment(02) 0.02%
- Total estimated Job Change 100
- Job change/employment (02) 0%

• ISSUES:

10 Jan 05

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

DCN 4962

BRAC Commission

JUL 21 2005

Received

**Department of the Navy**  
**Infrastructure Analysis Team**



**DON-0073/74A/75/154/160**  
**NAVFAC**  
**Regional Support Activities**

**10 January 2005**

**Jack Leather**

**CDR Carlson**

**CDR Flather**

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

JUL 2 1 2005

Received

# Summary NAVFAC

Department of the Navy  
Infrastructure Analysis Team

SDCY	Close/Realigns	Billet Estim	Billets Moved	One-Time Costs (\$M)	Steady-State Savings (\$M)	ROI Years	20 Year NPV (\$M)
DON-0073	NAVFAC EFANE (Relocate to Graton)	0	192	11,927	-2,156	7	-14,688
DON-0075	NAVFAC EFANE (Norfolk)	35	167	10,887	-5,025	2	-51,772
DON-0074A	NAVFAC EFD South (Consolidate)	50	448	25,047	-3,873	8	-20,417

All Dollars shown in Millions

- Scenarios
  - DON-0073, Relocate EFA NE to SUBASE New London
  - DON-0075, Consolidate EFA NE with EFD MA, Norfolk
  - DON-0074A, Consolidate EFD South with EFA SE, EFA MW and EFD Atlantic
  - DON-0154, Relocate NAVCRANECEN to Norfolk
  - DON-0160, Relocate NAVCRANECEN to PNBC

- Results of Criteria 7, and 8 Analysis show the NAVFAC candidate scenarios have:
  - No significant economic impact on losing or gaining economic regions.
  - No significant community impact on losing or gaining communities.
  - No significant environmental impact on losing or gaining communities.

10 Jan 05



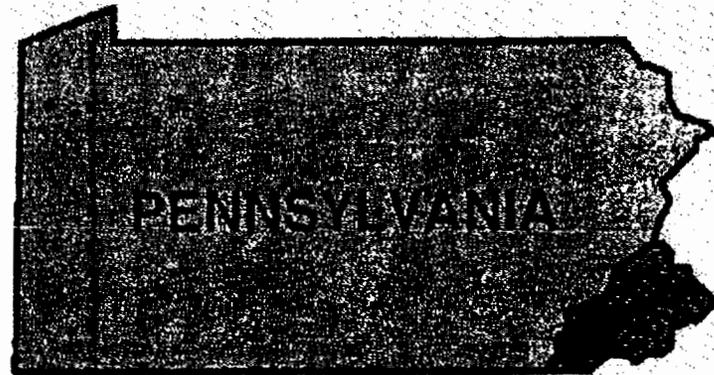
**Department of the Navy**  
*Infrastructure Analysis Team*

### Criterion Six – Economic Impact DON-0073, NAVFAC EFA NE, Losing

#### •Philadelphia, Pennsylvania Metropolitan Division (37964)

##### Counties

- Bucks                      Chester
- Delaware                Montgomery
- Philadelphia



#### •Overall Economic Impact of Proposed BRAC-05 Action:

•ROI population(02)	3,866,263
•ROI employment (02)	2,273,372
•Authorized Manpower (05)	313
•Manpower(05) /employment(02)	0.01%
•Total estimated Job Change	-347
•Job change/employment (02)	-0.02%

#### •ISSUES:

10 Jan 05

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

Received

JUL 21 2005

BRAC Commission

DCN 4962

BRAC Commission

JUL 2 1 2005

Received

**Criterion Six - Economic Impact**  
**DON-0073, SUBASE NEW LONDON, RECEIVING**

**Department of the Navy**  
**Infrastructure Analysis Team**



**•Norwich-New London,  
Connecticut Metropolitan  
Statistical Area (35980)**

**Counties**

**New London**

**•Overall Economic Impact of  
Proposed BRAC-05 Action:**

- ROI population(02) 262,138
- ROI employment (02) 168,620
- Authorized Manpower (05) 10,707
- Manpower(05) /employment(02) 6.35%
- Total estimated Job Change 411
- Job change/employment (02) 0.24%

**•ISSUES:**

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

10 Jan 05

DCN 4962

BRAC Commission

JUL 2 1 2005

Received

**Department of the Navy**  
**Infrastructure Analysis Team**  
**Criterion Six – Economic Impact**  
**DON-0074A, NAVFAC EFD SOUTH, Losing**



**•Charleston-North Charleston, SC  
 Metropolitan Statistical Area  
 (16700)**

**Counties**

**Berkeley**

**Charleston**

**Dorchester**

**•Overall Economic Impact of  
 Proposed BRAC-05 Action:**

- ROI population(02) 562,799
- ROI employment (02) 331,580
- Authorized Manpower (05) 546
- Manpower(05) /employment(02) 0.16%
- Total estimated Job Change -1,318
- Job change/employment (02) -0.4%

**•ISSUES:**

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

10 Jan 05



Department of the Navy

Infrastructure Analysis Team

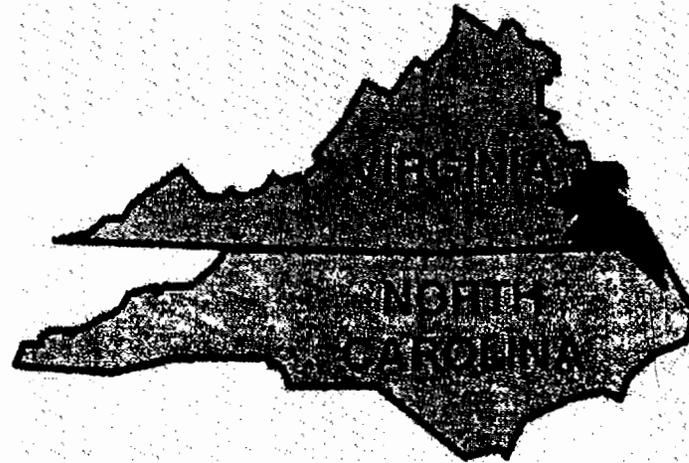
Criterion Six – Economic Impact

DON-0074A, NAVFAC ATLANTIC, Receiving

•Virginia Beach-Norfolk-Newport News, VA-NC Metropolitan Statistical Area (47260)

Counties

Chesapeake	Norfolk	York
Currituck	Poquoson	Surry
Gloucester	Portsmouth	Suffolk
Hampton	Isle of Wight	James City
Mathews	Virginia Beach	Williamsburg
Newport News		



•Overall Economic Impact of Proposed BRAC-05 Action:

•ROI population(02)	1,613,728
•ROI employment (02)	978,888
•Authorized Manpower (05)	6,822
•Manpower(05) /employment(02)	0.7%
•Total estimated Job Change	186
•Job change/employment (02)	0.02%

•ISSUES:

10 Jan 05

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

Received 9

JUL 21 2005

BRAC Commission

DCN 4962

BRAC Commission

JUL 2 1 2005

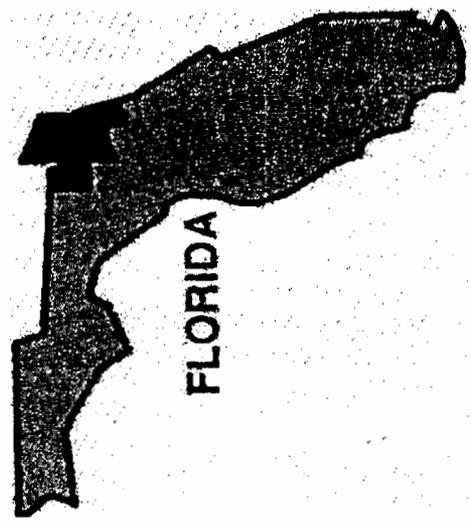
Received

7

**Criterion Six - Economic Impact  
DON-0074A, NAVFAC SOUTHEAST, Receiving**

**Department of the Navy  
Infrastructure Analysis Team**

**DON-0074A, NAVFAC SOUTHEAST, Receiving**



**• Jacksonville, Florida  
Metropolitan Statistical Area  
(27260)**

**Counties**

**Baker Clay  
Duval Nassau  
St. Johns**

**• Overall Economic Impact of  
Proposed BRAC-05 Action:**

- ROI population(02) 1,176,480
- ROI employment (02) 727,765
- Authorized Manpower (05) 13,010
- Manpower(05) /employment(02) 1.79%
- Total estimated Job Change 726
- Job change/employment (02) 0.1%

**• ISSUES:**

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

10 Jan 05

DCN 4962

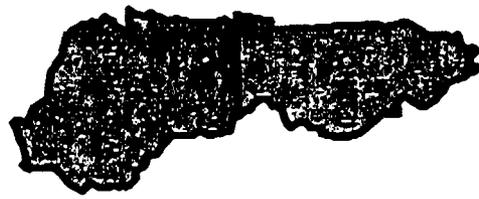
BRAC Commission

JUL 21 2005

Received

**Criterion Six – Economic Impact  
DON-0074A, ENGLDACT MW, Receiving**

**Department of the Navy  
Infrastructure Analysis Team**



**•Lake County-Kenosha County,  
IL-WI Metropolitan Division  
(29404)**

Counties

Lake

Kenosha

**•ISSUES:**

**•Overall Economic Impact of  
Proposed BRAC-05 Action:**

- ROI population(02) 828,428
- ROI employment (02) 498,103
- Authorized Manpower (05) 18,014
- Manpower(05) /employment(02) 3.62%
- Total estimated Job Change 186
- Job change/employment (02) 0.04%

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

10 Jan 05



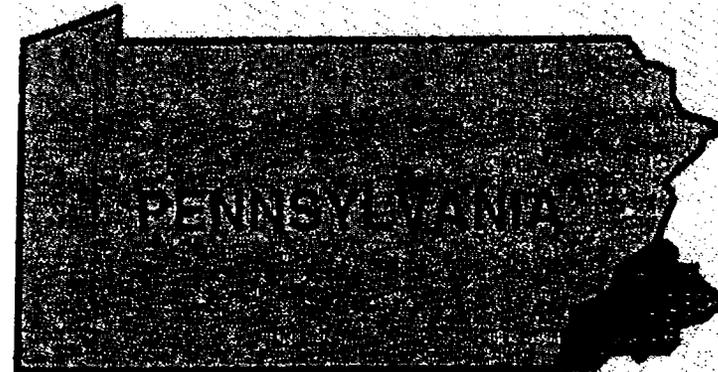
**Department of the Navy**  
*Infrastructure Analysis Team*

## Criterion Six – Economic Impact DON-0075, NAVFAC EFA NE, Losing

### •Philadelphia, Pennsylvania Metropolitan Division (37964)

#### Counties

- Bucks
- Chester
- Delaware
- Montgomery
- Philadelphia



### •Overall Economic Impact of Proposed BRAC-05 Action:

•ROI population(02)	3,866,263
•ROI employment (02)	2,273,372
•Authorized Manpower (05)	313
•Manpower(05) /employment(02)	0.01%
•Total estimated Job Change	-347
•Job change/employment (02)	-0.02%

### •ISSUES:

10 Jan 05

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

Received

JUL 2 1 2005

BRAC Commission

JUL 2 1 2005

Received



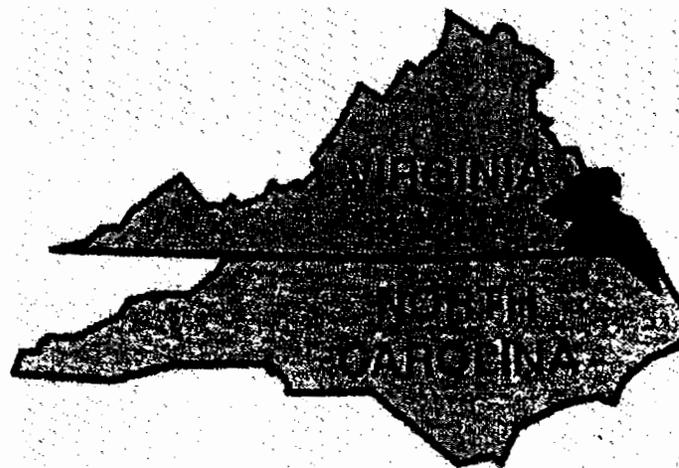
Department of the Navy  
Infrastructure Analysis Team

### Criterion Six – Economic Impact DON-0075, NAVFAC ATLANTIC, Receiving

#### •Virginia Beach-Norfolk-Newport News, VA-NC Metropolitan Statistical Area (47260)

##### Counties

Chesapeake	Norfolk	York
Currituck	Poquoson	Surry
Gloucester	Portsmouth	Suffolk
Hampton	Isle of Wight	James City
Mathews	Virginia Beach	Williamsburg
Newport News		



#### •Overall Economic Impact of Proposed BRAC-05 Action:

•ROI population(02)	1,613,728
•ROI employment (02)	978,888
•Authorized Manpower (05)	6,822
•Manpower(05) /employment(02)	0.7%
•Total estimated Job Change	375
•Job change/employment (02)	0.04%

#### •ISSUES:

10 Jan 05

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA



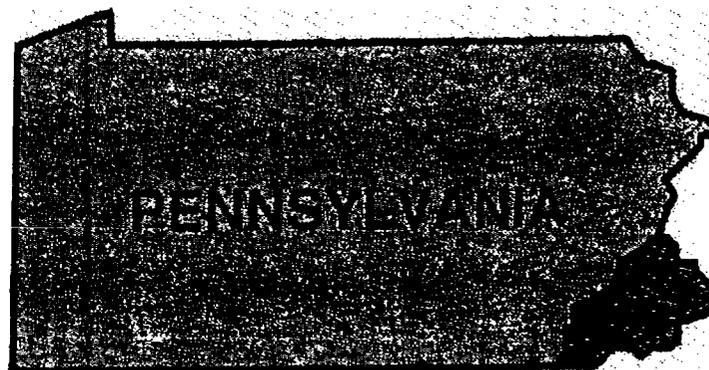
Department of the Navy  
Infrastructure Analysis Team

### Criterion Six – Economic Impact DON-0154, NAVCRANECEN, Losing

#### •Philadelphia, Pennsylvania Metropolitan Division (37964)

#### Counties

- Bucks
- Chester
- Delaware
- Montgomery
- Philadelphia



#### •Overall Economic Impact of Proposed BRAC-05 Action:

•ROI population(02)	3,866,263
•ROI employment (02)	2,273,372
•Authorized Manpower (05)	58
•Manpower(05) /employment(02)	0%
•Total estimated Job Change	-100
•Job change/employment (02)	-0%

#### •ISSUES:

10 Jan 05

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

Received  
JUL 2 1 2005

BRAC Commission

DCN 4962

BRAC Commission

JUL 21 2005

Received

**Criterion Six – Economic Impact  
DON-0160, Aggregate Impact**

**Department of the Navy**  
*Infrastructure Analysis Team*



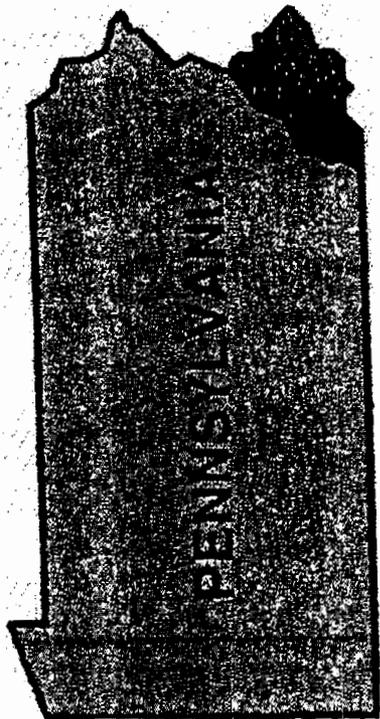
**• Philadelphia, Pennsylvania  
Metropolitan Division (37964)**

**Counties**

**Bucks**                      **Chester**

**Delaware**                **Montgomery**

**Philadelphia**



**• Overall Economic Impact of  
Proposed BRAC-05 Action:**

- ROI population(02)                      3,866,263
- ROI employment (02)                    2,273,372
- Authorized Manpower (05)            58
- Manpower(05) /employment(02)    0%
- Total estimated Job Change           0
- Job change/employment (02)        0%

**• ISSUES:**

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

10 Jan 05

DCN 4962

BRAC Commission

JUL 21 2005

Received

# Criterion Seven Community Infrastructure

Department of the Navy  
Infrastructure Analysis Team



**“The ability of both the existing and potential receiving communities infrastructure to support forces, missions, personnel”**

**Attributes Considered:**

- Water System ✓
- Sewer system ✓
- Cost of Living ✓
- Childcare ✓
- Education ✓
- Housing ✓
- Medical ✓
- Employment ✓
- Safety/Crime ✓
- Transportation ✓
- Population Center ✓
- Data Call Input/Comment ✓

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

10 Jan 05

DCN 4962

**Department of the Navy***Infrastructure Analysis Team***Criterion Eight****DON-0073 Environmental****Naval Submarine Base New London, CT: Receiving  
Installation (EFA Northeast: Closed)****General Environmental Issues:****– Air Quality –**

- Installation is in Serious non-attainment for 1-Hour Ozone and in Moderate non-attainment for 8-hour Ozone. However, no impacts are anticipated from this scenario. No Air Conformity Determination required.

**No Criterion 8 Environmental Impact from other areas.**

BRAC Commission

JUL 2 1 2005

Received

10 Jan 05

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

DCN 4962

BRAC Commission

JUL 2 1 2005

Received 18

**Department of the Navy  
Infrastructure Analysis Team**

**Criterion Eight  
DON-0073 Environmental**

**Naval Submarine Base New London, CT: Receiving  
Installation (EFA Northeast: Closed)**

**Impacts of Costs:**

Selection Criterion & Environmental Points	EFA Northeast (Installation Relocated)	Naval Submarine Base New London, CT (Installation Gaining Function)
Environmental Restoration	No DERA costs at this activity	DERA costs \$56.5M thru FY03; \$24M CTC
Waste Management	None	None
Environmental Compliance	None	None

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

10 Jan 05



**Department of the Navy**  
*Infrastructure Analysis Team*

**Criterion Eight**  
**DON-0074A Environmental**

---

**Naval Air Station Jacksonville FL: Receiving Installation**  
**Naval Station Great Lakes IL : Receiving Installation**  
**(EFD South : Closed)**

**General Environmental Issues:**

- **Air Quality -**
  - NAS Jacksonville is in Maintenance for Ozone (1 hr) and in attainment for all other criteria pollutants. However, no impacts are anticipated from this scenario. No Conformity determination required.
  - NS Great Lakes is in Serious non-attainment for 1-Hour Ozone and in Moderate non-attainment for 8-hour Ozone. However, no impacts are anticipated from this scenario. No Conformity Determination required.
- **Cultural Resources -** Historic property a consideration at JAX for new MILCON
- **Wetlands -** 17% wetlands a consideration at JAX for new MILCON

**No Criterion 8 Environmental Impact from other areas.**

10 Jan 05

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

Received

JUL 21 2005

BRAC Commission

NO. 028

0016

07/21/2005

05:59

NAVY CRANE CENTER + 87036992735



**Department of the Navy**  
*Infrastructure Analysis Team*

**Criterion Eight**  
**DON-0074A Environmental**

**Naval Air Station Jacksonville FL: Receiving Installation**  
**Naval Station Great Lakes IL : Receiving Installation**  
**(EFD South : Closed)**

**Impacts of Costs:**

<b>Selection Criterion &amp; Environmental Points</b>	<b><u>NAVFAC EFD South Charleston SC</u> (Installation Realigned)</b>	<b><u>Naval Air Station Jacksonville FL</u> (Installation Gaining Function)</b>	<b><u>Naval Station Great Lakes IL</u> (Installation Gaining Function)</b>
Environmental Restoration	No DERA costs at this activity	DERA costs \$76.4M thru FY 03; \$24.4M CTC	DERA costs \$56.5M thru FY03; \$24M CTC
Waste Management	None	None	None
Environmental Compliance	None	None	None

10 Jan 05

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

Received  
20

JUL 2 1 2005

BRAC Commission

DCN 4962

BRAC Commission

JUL 2 1 2005

Received

21



Department of the Navy  
Infrastructure Analysis Team

Criterion Eight

**DON-0075 Environmental**

**Naval Station Norfolk: Receiving Installation  
(EFA Northeast: Closed)**

**General Environmental Issues:**

- Air Quality – Maintenance for Ozone (1hr); Marginal Non-attainment for Ozone (8hr). No Conformity Determination required. No Impact.

**No Criterion 8 Environmental Impact from other areas.**

DCN 4962

BRAC Commission

JUL 2 1 2005

Received

21

**Criterion Eight**

**DON-0075 Environmental**

Department of the Navy

Infrastructure Analysis Team



**Naval Station Norfolk: Receiving Installation  
(EFA Northeast Activity: Closed)**

**Impacts of Costs:**

Selection Criterion 8 Environmental Points	EFA, Northeast, Philadelphia, PA (Installation Realigned)	Naval Station Norfolk, VA (Installation Gaining Function)
Environmental Restoration	No DERA costs at this activity	DERA costs \$85.9 M thru FY 03; \$24.3 M CTC
Waste Management	None	None
Environmental Compliance	None	None

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

10 Jan 05



*Department of the Navy*  
*Infrastructure Analysis Team*

**Criterion Eight**  
**DON-0154 Environmental**

---

## **Norfolk Naval Shipyard Receiving Installation (NAVCRANECEN Lester, PA Closed)**

### **General Environmental Issues:**

- **Air Quality** – Maintenance for Ozone (1hr); Marginal Non-attainment for Ozone (8hr). No Conformity Determination required.
- **No Criterion 8 Environmental Impact on other areas**

10 Jan 05

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

Received

JUL 2 1 2005

BRAC Commission



**Department of the Navy**  
*Infrastructure Analysis Team*

**Criterion Eight**  
**DON-0154 Environmental**

**Norfolk Naval Shipyard Receiving Installation**  
**(NAVCRANECEN Lester, PA Closed)**

**Impacts of Costs:**

Selection Criterion & Environmental Points	NAVCRANECEN Lester, PA (Activity Closed)	Naval Station Norfolk, VA (Installation Gaining Function)
Environmental Restoration	No DERA costs at this activity	DERA costs \$1.4 M thru FY 03; \$3.7 M CTC
Waste Management	None	None
Environmental Compliance	None	None

10 Jan 05

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

Received  
2

JUL 2 1 2005

BRAC Commission



**Department of the Navy**  
*Infrastructure Analysis Team*

**Criterion Eight**  
**DON-0160 Environmental**

---

**Philadelphia Naval Business Complex (PNBC)  
Receiving (NAVCRANECEN Lester, PA Closed)**

**General Environmental Issues:**

- **Air Quality** – Marginal Non-attainment for Ozone (1hr); No Conformity determination required.
- **No Criterion 8 Environmental Impact on other areas**

10 Jan 05

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

Received

JUL 2 1 2005

BRAC Commission

NO. 028 P022

07/21/2005 05:59 NAVY CRANE CENTER → 87036992735

DCN 4962

BRAC Commission

JUL 21 2005

Received

**Department of the Navy**  
**Infrastructure Analysis Team**

**Criterion Eight**  
**DON-0160 Environmental**

**Philadelphia Naval Business Complex (PNBC)  
Receiving (NAVCRANECEN Lester, PA Closed)**

**Impacts of Costs:**

Selection Criterion 8 Environmental Points	NAVCRANECEN Lester, PA (Activity Closed)	Philadelphia Naval Business Complex (PNBC), PA (Installation Gaining Function)
Environmental Restoration	No DERA costs at this activity	DERA costs \$7.8 M thru FY 03; \$4.8 M CTC
Waste Management	None	None
Environmental Compliance	None	None

Draft Deliberative Document - For Discussion Purposes Only - Do Not Release Under FOIA

10 Jan 05

DCN 4962

BRAC Commission

JUL 21 2005

Received

NAVY CRANE CENTER (COBRA v6.10) - Page 1/9  
1:17:40 PM Report Created 6/21/2005 7:31:04 AM

Department : Navy  
Scenario File : C:\cobra\DCN-0074R, C5, V6(1).10, 22APR05.CBR  
Option Dwg Name: Consolidate NAVFAC EFD South with NAVFAC ERA Southeast, EMGP  
Std Pctrs File : C:\cobra\BRAC2005.SPF

	Rate	2006	2007	2008	2009	2010	2011	Total
<b>CIVILIAN POSITIONS REALIGNING OUT</b>		0	143	210	301	0	0	654
Early Retirement*	8.10%	0	11	17	24	0	0	52
Regular Retirement*	1.67%	0	2	4	5	0	0	11
Civilian Turnover*	9.16%	0	13	19	28	0	0	60
Civs Not Moving (RIPs)*	6.00%	0	9	12	18	0	0	39
Civilians Moving (the remainder)		0	108	158	226	0	0	492
Civilian Positions Available		0	35	52	75	0	0	162
<b>CIVILIAN POSITIONS ELIMINATED</b>		0	17	32	31	0	0	80
Early Retirement	8.10%	0	1	3	3	0	0	7
Regular Retirement	1.67%	0	0	1	1	0	0	2
Civilian Turnover	9.16%	0	2	3	3	0	0	8
Civs Not Moving (RIPs)*	6.00%	0	1	2	2	0	0	5
Priority Placements#	39.97%	0	7	13	12	0	0	32
Civilians Available to Move		0	6	10	10	0	0	26
Civilians Moving		0	6	10	10	0	0	26
Civilian RIPs (the remainder)		0	0	0	0	0	0	0
<b>CIVILIAN POSITIONS REALIGNING IN</b>		0	143	210	301	0	0	654
Civilians Moving		0	114	168	236	0	0	518
New Civilians Hired		0	29	42	65	0	0	136
Other Civilian Additions		0	0	0	0	0	0	0
<b>TOTAL CIVILIAN EARLY RETIREMENTS</b>		0	12	20	27	0	0	59
<b>TOTAL CIVILIAN RIFs</b>		0	10	14	20	0	0	44
<b>TOTAL CIVILIAN PRIORITY PLACEMENTS#</b>		0	7	13	12	0	0	32
<b>TOTAL CIVILIAN NEW HIRES</b>		0	29	42	65	0	0	136

\* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

# Not all Priority Placements involve a Permanent Change of Station. The rate of PPP placements involving a PCS is 50.70%

DCN 4962

BRAC Commission

JUL 21 2005

Received

COBRA PERSONNEL IMPACT REPORT (COBRA v6.10) • Page 2/9  
 Data As Of 4/22/2005 1:17:40 PM, Report Created 6/21/2005 7:31:04 AM

Department : Navy  
 Scenario File : C:\cobra\DOM-0074R, CS, V6[1].10, 22APR05.CBR  
 Option Pkg Name: Consolidate NAVPAC EFD South with NAVPAC EFA Southeast, ENUF  
 Std Pctrs File : C:\cobra\BRAC2005.SFF

Base: SOUTHNAVPACENGCDCM, SC (N62467)Rate	2006	2007	2008	2009	2010	2011	Total
<b>CIVILIAN POSITIONS REALIGNING OUT</b>	0	143	0	301	0	0	444
Early Retirement*	8.10%	0	11	0	24	0	35
Regular Retirement*	1.67%	0	2	0	5	0	7
Civilian Turnover*	9.16%	0	13	0	28	0	41
Civs Not Moving (RIFs)*	6.00%	0	9	0	18	0	27
Civilians Moving (the remainder)		0	108	0	226	0	334
Civilian Positions Available		0	35	0	75	0	110
<b>CIVILIAN POSITIONS ELIMINATED</b>	0	17	0	31	0	0	48
Early Retirement	8.10%	0	1	0	3	0	4
Regular Retirement	1.67%	0	0	0	1	0	1
Civilian Turnover	9.16%	0	2	0	3	0	5
Civs Not Moving (RIFs)*	6.00%	0	1	0	2	0	3
Priority Placements#	39.97%	0	7	0	12	0	19
Civilians Available to Move		0	6	0	10	0	16
Civilians Moving		0	6	0	10	0	16
Civilian RIFs (the remainder)		0	0	0	0	0	0
<b>CIVILIAN POSITIONS REALIGNING IN</b>	0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0
New Civilians Hired		0	0	0	0	0	0
Other Civilian Additions		0	0	0	0	0	0
<b>TOTAL CIVILIAN EARLY RETIREMENTS</b>	0	12	0	27	0	0	39
<b>TOTAL CIVILIAN RIFs</b>	0	10	0	20	0	0	30
<b>TOTAL CIVILIAN PRIORITY PLACEMENTS#</b>	0	7	0	12	0	0	19
<b>TOTAL CIVILIAN NEW HIRES</b>	0	0	0	0	0	0	0

\* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

# Not all Priority Placements involve a Permanent Change of Station. The rate of PPP placements involving a PCS is 50.70%

DCN 4962

BRAC Commission

JUL 21 2005

Received

COBRA PERSONNEL IMPACT REPORT (COBRA v6.10) - Page 3/9  
 Data As Of 4/22/2005 1:17:40 PM. Report Created 6/21/2005 7:31:04 AM

Department : Navy  
 Scenario File : C:\cobra\DOWN-0074R, C5, V6[1].10, 22APR05.CBR  
 Option Pkg Name: Consolidate NAVFAC EPD South with NAVFAC EPA Southeast, ENGF  
 Std Fctrs File : C:\cobra\BRAC2005.SFF

Base: NAS JACKSONVILLE, FL (N00207)Rate 2006 2007 2008 2009 2010 2011 Total

	2006	2007	2008	2009	2010	2011	Total
CIVILIAN POSITIONS REALIGNING OUT	0	0	0	0	0	0	0
Early Retirement*	8.10*	0	0	0	0	0	0
Regular Retirement*	1.67*	0	0	0	0	0	0
Civilian Turnover*	9.16*	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00*	0	0	0	0	0	0
Civilians Moving (the remainder)	0	0	0	0	0	0	0
Civilian Positions Available	0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED	0	0	0	0	0	0	0
Early Retirement	8.10*	0	0	0	0	0	0
Regular Retirement	1.67*	0	0	0	0	0	0
Civilian Turnover	9.16*	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00*	0	0	0	0	0	0
Priority Placement#	39.97*	0	0	0	0	0	0
Civilians Available to Move	0	0	0	0	0	0	0
Civilians Moving	0	0	0	0	0	0	0
Civilian RIFs (the remainder)	0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN	0	0	0	301	0	0	301
Civilians Moving	0	0	0	236	0	0	236
New Civilians Hired	0	0	0	65	0	0	65
Other Civilian Additions	0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIREMENTS	0	0	0	0	0	0	0
TOTAL CIVILIAN RIFs	0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#	0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES	0	0	0	65	0	0	65

\* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

# Not all Priority Placements involve a Permanent Change of Station. The rate of PPP placements involving a PCS is 50.70%

DCN 4962

BRAC Commission

JUL 21 2005

Received

COBRA PERSONNEL IMPACT REPORT (COBRA v6.10) - Page 4/9  
 Data As Of 4/22/2005 1:17:40 PM, Report Created 6/21/2005 7:31:04 AM

Department : Navy  
 Scenario File : C:\cobra\DCN-0074R, C5, V6[1].10, 22APR05.CBR  
 Option Pkg Name: Consolidate NAVFAC EFD South with NAVFAC EFA Southeast, ENCF  
 Std Pctrs File : C:\cobra\BRAC2005.BFF

Base: NAVSTA GREAT LAKES, IL (N00120)Rate	2006	2007	2008	2009	2010	2011	Total
<b>CIVILIAN POSITIONS REALIGNING OUT</b>	0	0	0	0	0	0	0
Early Retirement*	8.10%	0	0	0	0	0	0
Regular Retirement*	1.67%	0	0	0	0	0	0
Civilian Turnover*	9.16%	0	0	0	0	0	0
Civs Not Moving (RIPs)*	6.00%	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0
<b>CIVILIAN POSITIONS ELIMINATED</b>	0	0	0	0	0	0	0
Early Retirement	8.10%	0	0	0	0	0	0
Regular Retirement	1.67%	0	0	0	0	0	0
Civilian Turnover	9.16%	0	0	0	0	0	0
Civs Not Moving (RIPs)*	6.00%	0	0	0	0	0	0
Priority Placements#	19.97%	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0
Civilian RIPs (the remainder)		0	0	0	0	0	0
<b>CIVILIAN POSITIONS REALIGNING IN</b>	0	65	0	0	0	0	65
Civilians Moving		0	49	0	0	0	49
New Civilians Hired		0	16	0	0	0	16
Other Civilian Additions		0	0	0	0	0	0
<b>TOTAL CIVILIAN EARLY RETIREMENTS</b>	0	0	0	0	0	0	0
<b>TOTAL CIVILIAN RIPs</b>	0	0	0	0	0	0	0
<b>TOTAL CIVILIAN PRIORITY PLACEMENTS#</b>	0	0	0	0	0	0	0
<b>TOTAL CIVILIAN NEW HIRES</b>	0	16	0	0	0	0	16

\* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

# Not all Priority Placements involve a Permanent Change of Station. The rate of PPP placements involving a PCS is 50.70%

DCN 4962

BRAC Commission

JUL 21 2005

Received

COBRA PERSONNEL IMPACT REPORT (COBRA v6.10) - Page 5/9  
 Data As Of 4/22/2005 1:17:40 PM. Report Created 6/21/2005 7:31:04 AM

Department : Navy  
 Scenario File : C:\cobra\DOM-0074R, C5, V6[1].10, 22APR05.CBR  
 Option Pkg Name: Consolidate NAVFAC EFD South with NAVFAC EPA Southeast, EPOF  
 Std Fctrs File : C:\cobra\BRAC2005.SPF

Base: NAVSUPPORT NORFOLK, VA (NS7099)	Rate	2006	2007	2008	2009	2010	2011	Total
<b>CIVILIAN POSITIONS REALIGNING OUT</b>								
Early Retirement*	8.10%	0	0	0	0	0	0	0
Regular Retirement*	1.67%	0	0	0	0	0	0	0
Civilian Turnover*	9.16%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
<b>CIVILIAN POSITIONS ELIMINATED</b>								
Early Retirement	8.10%	0	0	0	0	0	0	0
Regular Retirement	1.67%	0	0	0	0	0	0	0
Civilian Turnover	9.16%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Priority Placement#	39.97%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
<b>CIVILIAN POSITIONS REALIGNING IN</b>								
Civilians Moving		0	65	0	0	0	0	65
New Civilians Hired		0	13	0	0	0	0	13
Other Civilian Additions		0	0	0	0	0	0	0
<b>TOTAL CIVILIAN EARLY RETIREMENTS</b>								
		0	0	0	0	0	0	0
<b>TOTAL CIVILIAN RIFs</b>								
		0	0	0	0	0	0	0
<b>TOTAL CIVILIAN PRIORITY PLACEMENTS#</b>								
		0	0	0	0	0	0	0
<b>TOTAL CIVILIAN NEW HIRES</b>								
		0	13	0	0	0	0	13

\* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

# Not all Priority Placements involve a Permanent Change of Station. The rate of PPP placements involving a PCS is 50.70%

DCN 4962

BRAC Commission

JUL 21 2005

Received

## COBRA PERSONNEL IMPACT REPORT (COBRA v6.10) - Page 6/9

Data As Of 4/22/2005 1:17:40 PM, Report Created 6/21/2005 7:31:04 AM

Department : Navy  
 Scenario File : C:\cobra\DON-0074R, CS, V6[1].10, 22APR05.CBR  
 Option Pkg Name: Consolidate NAVFAC EPD South with NAVFAC EPA Southeast, ENGP  
 Std Fctrs File : C:\cobra\BRAC2005.SFF

Base: ENGBLACT NORTHEAST, PA (M62472)Rate	2006	2007	2008	2009	2010	2011	Total
<b>CIVILIAN POSITIONS REALIGNING OUT</b>	0	0	156	0	0	0	156
Early Retirement*	8.10%	0	13	0	0	0	13
Regular Retirement*	1.67%	0	3	0	0	0	3
Civilian Turnover*	9.16%	0	14	0	0	0	14
Civs Not Moving (RIFs)*	6.00%	0	9	0	0	0	9
Civilians Moving (the remainder)		0	117	0	0	0	117
Civilian Positions Available		0	39	0	0	0	39
<b>CIVILIAN POSITIONS ELIMINATED</b>	0	0	32	0	0	0	32
Early Retirement	8.10%	0	3	0	0	0	3
Regular Retirement	1.67%	0	1	0	0	0	1
Civilian Turnover	9.16%	0	3	0	0	0	3
Civs Not Moving (RIFs)*	6.00%	0	2	0	0	0	2
Priority Placement#	39.97%	0	13	0	0	0	13
Civilians Available to Move		0	10	0	0	0	10
Civilians Moving		0	10	0	0	0	10
Civilian RIFs (the remainder)		0	0	0	0	0	0
<b>CIVILIAN POSITIONS REALIGNING IN</b>	0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0
New Civilians Hired		0	0	0	0	0	0
Other Civilian Additions		0	0	0	0	0	0
<b>TOTAL CIVILIAN EARLY RETIREMENTS</b>	0	0	16	0	0	0	16
<b>TOTAL CIVILIAN RIFs</b>	0	0	11	0	0	0	11
<b>TOTAL CIVILIAN PRIORITY PLACEMENTS#</b>	0	0	13	0	0	0	13
<b>TOTAL CIVILIAN NEW HIRES</b>	0	0	0	0	0	0	0

\* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

# Not all Priority Placements involve a Permanent Change of Station. The rate of PPP placements involving a PCS is 50.70%

DCN 4962

BRAC Commission

JUL 2 1 2005

Received

## COBRA PERSONNEL IMPACT REPORT (COBRA v6.10) - Page 7/9

Data As Of 4/22/2005 1:17:40 PM, Report Created 6/21/2005 7:31:04 AM

Department : Navy  
 Scenario File : C:\cobra\DOM-0074R, CS, V6(1).10, 22APR05.CBR  
 Option Pkg Name: Consolidate NAVFAC EPD South with NAVFAC EPA Southeast, ENGF  
 Std Pctrs File : C:\cobra\BRAC2005.SFF

Base: NAVSTA NORFOLK, VA (N62688)	Rate	2006	2007	2008	2009	2010	2011	Total
-----								
CIVILIAN POSITIONS REALIGNING OUT		0	0	0	0	0	0	0
Early Retirement*	8.10%	0	0	0	0	0	0	0
Regular Retirement*	1.67%	0	0	0	0	0	0	0
Civilian Turnover*	9.16%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
-----								
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	8.10%	0	0	0	0	0	0	0
Regular Retirement	1.67%	0	0	0	0	0	0	0
Civilian Turnover	9.16%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Priority Placements#	39.97%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
-----								
CIVILIAN POSITIONS REALIGNING IN		0	0	156	0	0	0	156
Civilians Moving		0	0	127	0	0	0	127
New Civilians Hired		0	0	29	0	0	0	29
Other Civilian Additions		0	0	0	0	0	0	0
-----								
TOTAL CIVILIAN EARLY RETIREMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFs		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	0	29	0	0	0	29

\* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

# Not all Priority Placements involve a Permanent Change of Station. The rate of PPP placements involving a PCS is 50.70%

DCN 4962

BRAC Commission

JUL 21 2005

Received

COBRA PERSONNEL IMPACT REPORT (COBRA v6.10) - Page 8/9

4:40 PM, Report Created 6/21/2005 7:21:04 AM

Department : Navy  
 Scenario File : C:\cobra\DCN-0074R, CS, V6[1].10, 22APR05.CBR  
 Option Pkg Name: Consolidate NAVPAC EFD South with NAVPAC EPA Southeast, ENOP  
 Std Fctrs File : C:\cobra\BRAC2005.SFP

	2005	2007	2008	2009	2010	2011	Total
				0	0	0	54
				0	0	0	4
				0	0	0	1
				0	0	0	5
				0	0	0	3
				0	0	0	41
				0	0	0	13
<b>CIVILIAN POSITIONS ELIMINATED</b>	0	0	0	0	0	0	0
Early Retirement 8.10%	0	0	0	0	0	0	0
Regular Retirement 1.67%	0	0	0	0	0	0	0
Civilian Turnover 9.16%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)* 6.00%	0	0	0	0	0	0	0
Priority Placement# 39.97%	0	0	0	0	0	0	0
Civilians Available to Move	0	0	0	0	0	0	0
Civilians Moving	0	0	0	0	0	0	0
Civilian RIFs (the remainder)	0	0	0	0	0	0	0
<b>CIVILIAN POSITIONS REALIGNING IN</b>	0	0	0	0	0	0	0
Civilians Moving	0	0	0	0	0	0	0
New Civilians Hired	0	0	0	0	0	0	0
Other Civilian Additions	0	0	0	0	0	0	0
<b>TOTAL CIVILIAN EARLY RETIREMENTS</b>	0	0	4	0	0	0	4
<b>TOTAL CIVILIAN RIFs</b>	0	0	3	0	0	0	3
<b>TOTAL CIVILIAN PRIORITY PLACEMENTS#</b>	0	0	0	0	0	0	0
<b>TOTAL CIVILIAN NEW HIRES</b>	0	0	0	0	0	0	0

\* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

# Not all Priority Placements involve a Permanent Change of Station. The rate of PFP placements involving a PCS is 50.70%

DCN 4962

BRAC Commission

JUL 21 2005

Received

COBRA PERSONNEL IMPACT REPORT (COBRA v6.10) - Page 9/9

Data As Of 4/22/2005 1:17:40 PM. Report Created 6/21/2005 7:31:04 AM

Department : Navy
Scenario File : C:\cobra\DCN-0074R. C5, V6(1).10, 22APR05.CBR
Option Pkg Name: Consolidate NAVFAC BFD Bouth with NAVFAC BFA Southeast, ENCF
Std Pctrs File : C:\cobra\BRAC2005.SFF

Table with columns: Base: NBY NORFOLK, VA (N00181) Rate, 2006, 2007, 2008, 2009, 2010, 2011, Total. Rows include CIVILIAN POSITIONS REALIGNING OUT, CIVILIAN POSITIONS ELIMINATED, CIVILIAN POSITIONS REALIGNING IN, and TOTAL CIVILIAN EARLY RETIREMENTS.

\* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to move are not applicable for moves under fifty miles.

# Not all Priority Placements involve a Permanent Change of Station. The rate of PPF placements involving a PCS is 50.70%

DCN 4962

BRAC Commission

JUL 21 2005

Received

(COBRA v6.10)  
22 APR 2005 7:31:04 AM

Department : Navy  
Scenario File : C:\cobra\DCN-0074R, C5, V6 [1].10, 22APR05.CBR  
Option Pkg Name: Consolidate NAVFAC EPD South with NAVFAC EPA Southeast, BRGP  
Std Pctrs File : C:\cobra\BRAC2005.SPF

All values in 2005 Constant Dollars

Base Name	Total MilCon*	MilCon Cost Avoidance	Total Net Costs
SOUTHNAVFACENCOM	0	0	0
NAS JACKSONVILLE	7,460,043	0	7,460,043
NAVSTA GREAT LAKES	651,088	0	651,088
NAVSUPACT NORFOLK	0	0	0
ENGFIDACT NORTHEAST	0	0	0
NAVSTA NORFOLK	3,340,439	0	3,340,439
NAVCRANECEN LESTER	0	0	0
WSY NORFOLK	2,150,710	0	2,150,710
Totals:	13,602,279	0	13,602,279

\* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SICK Costs where applicable.

DCN 4962

BRAC Commission

JUL 2 1 2005

Received

COBRA MILITARY CONSTRUCTION ASSETS REPORT (COBRA v6.10) - Page 2  
Data As Of 4/22/2005 1:17:40 PM. Report Created 6/21/2005 7:31:04 AM

Department : Navy  
Scenario File : C:\cobras\DCN-0074R, CS, V6(1).10, 22APR05.CBR  
Option Pkg Name: Consolidate NAVFAC EPD South with NAVFAC RFA Southeast MSGP  
Std Fcrrs File : C:\cobras\BRAC2005.SFF

MilCon for Base: NAS JACKSONVILLE, FL (W00207)

All values in 2005 Constant Dollars (\$K)

FAC Title	DM	New MilCon	New Cost*	Using Rehab Rehab Type	Rehab Cost*	Total Cost*
6100 General Administrative Building	SP	47,400	7,460	0 Default	0	7,460
Total Construction Cost:						7,460
- Construction Cost Avoid:						0
Total Net Milcon Cost:						7,460

\* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SION Costs where applicable.

DCN 4962

BRAC Commission

JUL 21 2005

Received

COBRA MILITARY CONSTRUCTION ASSETS REPORT (COBRA v6.10) - Page 3  
Data As Of 4/22/2005 1:17:40 PM, Report Created 6/21/2005 7:31:04 AM

Department : Navy  
Scenario File : C:\cobra\DON-0074R, C5, V6(1).10, 22APR05.CBR  
Option Pkg Name: Consolidate NAVFAC EFD South with NAVFAC EFA Southeast, ENGF  
Std Pctrs File : C:\cobra\BRAC2005.SPP

MilCon for Base: NAVSTA GREAT LAKES, IL (N00120)

All values in 2005 Constant Dollars (\$K)

FAC Title	UM	New MilCon	New Cost*	Using Rehab Rehab Type	Rehab Cost*	Total Cost*
6100 General Administrative Building	SF	0	0	10,500 Amber	651	651
Total Construction Cost:						651
- Construction Cost Avoid:						0
Total Net Milcon Cost:						651

\* All MilCon Costs include Design, Site Preparation, Contingency Planning, and STOH Costs where applicable.

DCN 4962

BRAC Commission

JUL 2 1 2005

Received

COBRA MILITARY CONSTRUCTION ASSETS REPORT (COBRA v6.10) - Page 4  
 Data As Of 4/22/2005 1:17:40 PM, Report Created 6/21/2005 7:31:04 AM

Department : Navy  
 Scenario File : C:\cobra\DON-0074R, CS, V6[1].10, 22APR05.CBR  
 Option Pkg Name: Consolidate NAVFAC EFD South with NAVFAC SFA Southeast, BRAC  
 Std Fctrs File : C:\cobra\BRAC2005.SFP

MilCon for Base: NAVSTA NORFOLK, VA (N62688)

All values in 2005 Constant Dollars (\$K)

FAC Title	UN	New MilCon	New Cost*	Using Rehab Rehab Type	Rehab Cost*	Total Cost*
6100 General Administrative Building	SP	21,000	3,340	0 Default	0	3,340
Total Construction Cost:						3,340
- Construction Cost Avoid:						0
Total Net Milcon Cost:						3,340

\* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SION Costs where applicable.

DCN 4962

BRAC Commission

JUL 2 1 2005

Received

COBRA MILITARY CONSTRUCTION ASSETS REPORT (COBRA v6.10) - Page 5  
Data As Of 4/22/2005 1:17:40 PM, Report Created 6/21/2005 7:31:04 AM

Department : Navy  
Scenario File : C:\cobra\DCM-0074R, CS, V6[1].10, 22APR05.CBR  
Option Pkg Name: Consolidate NAVFAC SYD South with NAVFAC RFA Southeast, ENGF  
Std Pctrs File : C:\cobra\BRAC2005.SFP



All values in 2005 Constant Dollars (\$K)

PAC Title	UM	New MilCon	New Cost*	Using Rehab Rehab Type	Rehab Cost*	Total Cost*
6100 General Administrative Building	SF	0	n/a**	11,000 Red	n/a**	1,650
8521 Vehicle Parking, Surfaced	SY	1,978	n/a**	0 Default	n/a**	501
Total Construction Cost:						2,151
- Construction Cost Avoid:						0
Total Net Milcon Cost:						

\* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SOW Costs where applicable.

\*\*No New Milcon / Rehabilitation Cost breakdown is available if Total Cost was entered by the user.

DCN 4962

0000 000 000

BRAC Commission  
1,5.6



DEPARTMENT OF THE NAVY  
OFFICE OF THE SECRETARY  
1000 NAVY PENTAGON  
WASHINGTON, D.C. 20380-1000

JUL 2 1 2005

Received

SECNAVINST 11260.2  
FAC 13  
10 September 1997

~~RESTRICTED~~

From: Secretary of the Navy

Subj: NAVY WEIGHT HANDLING PROGRAM FOR SHORE ACTIVITIES

Ref: (a) DODINST 6085.1, DOD Occupational Safety and Health Program of 16 Oct 84 (REVISED)  
(b) SECNAVINST 1100.105, Department of the Navy Policy for Safety, Mishap Prevention, and Occupational Health Programs

Encl: (1) Department of Labor (Asst. Secretary for OSHA) ltr of 22 Oct 91, "Alternate Standard on Accredited Certification of Weight Handling Equipment"

1. Purpose

a. To establish and maintain a safe and effective weight handling program at Navy shore activities.

b. To assign to the Commander, Naval Facilities Engineering Command (COMNAVFACENGCOM) responsibility for the direction and oversight of all matters pertaining to the Navy's weight handling program at Navy shore activities, including development and maintenance of policy, training requirements, auditing for compliance with weight handling program requirements, providing in-service technical support, and acquiring weight handling equipment.

c. To define the responsibilities of other Navy shore activities in support of the weight handling program.

2. Applicability and Scope. The responsibilities assigned by this instruction apply to weight handling functions at Navy shore activities. This instruction neither alters Naval Safety Center responsibilities nor supersedes the special weight handling requirements of programs, such as the Naval Nuclear Propulsion Program and the Strategic Systems Program, which have separate responsibilities and authorities.

Enclosure (2)

1:27

970128007718

DCN 4962

BRAC Commission

SECNAVINST 11260.2

JUL 21 2005

Received

3. **Discussion.** Safe and reliable weight handling is critical to the operation of the Navy. Each day, the Navy applies its extensive inventory of weight handling equipment to lift ordnance, naval nuclear propulsion plant components and equipment, new and spent nuclear fuels, electronic equipment, hot metals, components of ships and submarines, supplies, construction materials, and hazardous material items needed to support the Navy's world-wide commitments. Safe conduct of these operations is key to precluding damage to equipment or personnel injury. All Navy weight handling equipment must be properly operated, maintained, inspected, tested, and certified. Personnel involved in the weight handling program must be properly trained and qualified. To achieve these objectives, program policies must be established and consistently applied throughout the Navy shore establishment. Centralized oversight and technical control are required to ensure program compliance.

#### 4. **Definitions**

a. The Navy weight handling program covers weight handling equipment and those personnel involved in the management, operation, alteration, test, inspection, maintenance, certification, and acquisition thereof.

b. Weight handling equipment consists of cranes (e.g., portal cranes, mobile cranes), rigging gear (e.g., slings, shackles), and associated equipment (e.g., chainfalls, dynamometers).

c. Certification is the process by which, on a periodic basis, weight handling equipment is approved for use at a Navy shore activity. For cranes, the process includes review of all applicable maintenance records, condition inspection, and load test to ensure that the crane has been maintained in a safe and serviceable condition and is functioning properly.

#### 5. **Responsibilities**

a. COMNAVFACFLT is responsible for all matters pertaining to the Navy's weight handling program at Navy shore activities. NAVFACFLT shall establish and maintain a Navy Crane Center of Expertise reporting directly to the Commander. The Director of the Navy Crane Center of Expertise shall have direct access to the Chief of Naval Operations and Assistant Secretary of the Navy (Installations & Environment) on matters involving the safe and reliable operation of Navy weight handling equipment. The Navy Crane Center of Expertise shall have the following responsibilities:

DCN 4962

BRAC Commission

SECNAVINST 33260.2 JUL 2 1 2005

Received

**(1) Policy and Training**

(a) Develop, issue, and maintain policy regarding design criteria, maintenance, testing, certification, and operation of weight handling equipment used at Navy shore activities. Navy policies shall meet or exceed the Occupational Safety and Health Act requirements identified by references (a) and (b).

(b) Establish training and qualification requirements, and develop and maintain standard training programs for all personnel involved in the weight handling program. Centralize or regionalize training programs to optimize the use of resources.

(c) Develop, issue and maintain requirements for reporting crane accidents.

**(2) Compliance**

(a) Audit Navy shore activity programs biennially at a minimum to ensure compliance with Navy weight handling program requirements. For those activities involved in critical weight handling operations, such as lifting of ordnance, naval nuclear propulsion materials, other lifts that require a high degree of reliability, or activities with a high tempo of operations in a highly congested environment, an annual audit is prescribed.

(b) Direct corrective action, where required, including suspension of operations, to assure activity weight handling operations can be safely and properly executed. Mandate action on applicable activities to investigate or correct specific equipment deficiencies.

(c) Validate activity certifications annually for cranes in special applications. Perform independent certifications annually for cranes used in longhoring applications as authorized by enclosure (1).

(d) Establish reporting mechanisms to identify and track equipment, procedures, or personnel concerns or problems. Analyze audit data to identify trends and ensure lessons learned are properly disseminated.

(e) Collect data on crane accidents, investigate significant crane accidents, as necessary, to support assigned responsibilities, and disseminate lessons learned. Endorse crane accident investigation reports submitted to the Naval Safety

DCN 4962

BRAC Commission  
XRF-2

SECNAVINST 11260.2

JUL 21 2005

Received

Center. Assist the Naval Safety Center as appropriate on weight handling matters.

(3) In-Service Technical Support

(a) Establish policy for technical approval of alterations to cranes, including configuration control.

(b) Provide on-site engineering support in response to activity technical issues and emergencies.

(4) Acquisition. Establish acquisition policy. Acquire cranes in accordance with policy and assist in programming for cranes for Navy shore activities on a cost reimbursable basis.

b. Systems Command Commanders and major claimants shall:

(1) Develop and maintain the Navy's weight handling program at naval shore activities in accordance with the policies and directives issued by COMNAVFACMCOM.

(2) Properly maintain weight handling equipment and properly train weight handling personnel.

(3) Provide a weight handling program self assessment to the Navy Crane Center of Expertise prior to audits.

(4) Comply with weight handling program reporting requirements.

(5) Ensure contractor crane operations at Navy shore activities meet OSHA requirements identified by references (a) and (b).

(6) Provide funding to the Navy Crane Center of Expertise, as required, to accomplish on-site technical assistance and independent crane certification of cranes used in longshoring applications.

(7) Provide crane personnel (e.g., to augment audit and technical assistance teams deployed to other activities) to the maximum extent possible, on a cost reimbursable basis, as requested by the Navy Crane Center of Expertise to assist them in accomplishing their mission.

4 J 7

P.005

TEL:703 325 5859

SEP 17 13:17 (WED) 97 77 03 NAVFAC CODE 134

DCN 4962

BRAC Commission

SECRET 11260 JUL 21 2005

Received

6. Action. COMNAVFACECOM, H1BOM Commanders, and major claimants shall implement the responsibilities set forth in this instruction.

*John H. Dalton*  
John H. Dalton

Distribution:

- SECDEF A2A (Department of the Navy Staff Offices)
- A3 (Chief of Naval Operations) (N00N, N09BF, N44, N45, N46)
- 21A (Fleet Commanders in Chief)
- 23CS (COMNAVSURFLANT)
- 41A (COMUSC)
- C35A (Support Activity Detachment, CMO) (Ft. Ritchie only)
- FD1 (COMNAVCOMSANTCOM)
- FE1 (COMNAVCOMSOUTH)
- FG1 (COMNAVCOMMELCOM)
- FH1 (HQSND)
- FKA1C (Facilities Engineering Command) (00, 91, 13, 40K)
- FKA1F (Supply Systems Command)
- FKA1G (Sea Systems Command) (07, 08G)
- FKA1P (DIRNSP)
- FS1 (CMT)
- FT1 (CMT)

SECNAV/OPNAV Directives Control Office  
Washington Navy Yard, Bldg. 200  
901 N Street SE  
Washington DC 20374-5074 (10 copies)

5027

8.006

TEL: 703 325 5859

SEP - 17 97 (WED) 13:18 NAVPAC CODE 134

DCN 4962

BRAC Commission

JUL 21 2005

Received



ACQUISITION  
TECHNOLOGY  
AND LOGISTICS

~~MEMORANDUM FOR THE SECRETARY OF DEFENSE~~

3010 DEFENSE PENTAGON  
WASHINGTON, DC 20301-3010

JAN 4 2005

**MEMORANDUM FOR INFRASTRUCTURE EXECUTIVE COUNCIL MEMBERS  
INFRASTRUCTURE STEERING GROUP MEMBERS  
JOINT CROSS-SERVICE GROUP CHAIRMAN**

**Subject: 2005 Base Closure and Realignment Selection Criteria**

The Ronald Reagan National Defense Authorization Act for Fiscal Year 2005, Public Law 108-375, amended the Defense Base Closure and Realignment Act of 1990, Public Law 101-510, to specify the selection criteria. Specifically, the amendment revised the criteria previously published by the Secretary of Defense by adding the word "surge" to criterion three. The amendment also revised the wording, but not the meaning, of criteria one and seven, to avoid the use of the possessive.

The Department shall use the attached 2005 Base Closure and Realignment (BRAC) Selection Criteria, along with the force-structure plan and infrastructure inventory, to make recommendations for the closure or realignment of military installations inside the United States, as defined in the base closure statute. This direction supersedes any previous direction regarding selection criteria for the BRAC 2005 process. The 2005 BRAC Commission will also use these criteria in their review of the Department of Defense's final recommendations.

Michael W. Wynne  
Acting USD (Acquisition, Technology & Logistics)  
Chairman, Infrastructure Steering Group

Attachment:  
As stated



DCN 4962

BRAC Commission

JUL 21 2005

Received



In selecting military installations for closure or realignment, the Department of Defense, giving priority consideration to military value (the first four criteria below), will consider:

***Military Value***

1. The current and future mission capabilities and the impact on operational readiness of the total force of the Department of Defense, including the impact on joint warfighting, training, and readiness.
2. The availability and condition of land, facilities, and associated airspace (including training areas suitable for maneuver by ground, naval, or air forces throughout a diversity of climate and terrain areas and staging areas for the use of the Armed Forces in homeland defense missions) at both existing and potential receiving locations.
3. The ability to accommodate contingency, mobilization, surge, and future total force requirements at both existing and potential receiving locations to support operations and training.
4. The cost of operations and the manpower implications.

***Other Considerations***

5. The extent and timing of potential costs and savings, including the number of years, beginning with the date of completion of the closure or realignment, for the savings to exceed the costs.
6. The economic impact on existing communities in the vicinity of military installations.
7. The ability of the infrastructure of both the existing and potential receiving communities to support forces, missions, and personnel.
8. The environmental impact, including the impact of costs related to potential environmental restoration, waste management, and environmental compliance activities.

DCN 4962

BRAC Commission

JUL 2 1 2005

Received

6/22/2005

# GOVEXEC.COM DAILY BRIEFING June 21, 2005

## Government Reform chairman says base-closing plan could cause brain drain

By David McGlinchey  
dmcgkitchey@govexec.com

Senior Virginia lawmakers said Monday that the Pentagon's base realignment and closure process could result in a brain drain from the Defense Department.

"That is something [BRAC commissioners] need to factor in," said Rep. Tom Davis, R-Va., chairman of the House Government Reform Committee, during a town hall meeting in Arlington, Va. Last month, Defense Department officials proposed closing 33 major facilities nationwide, realigning 29 others, and closing or realigning hundreds of smaller military locations. The Pentagon recommended moving more than 20,000 employees out of leased office space in northern Virginia - including Arlington.

Those recommendations have gone to the nine-member BRAC commission, and that panel will pass its revised recommendations to President Bush by Sept. 8. The president and Congress are required to accept or reject the closures and realignments in their entirety.

During the town hall meeting, Davis asked Defense workers if they were tied to their jobs or to the area.

"How many of you would be willing to move to Fort Sam Houston, Texas?" Davis asked. No one in the standing-room-only audience raised a hand.

"Redstone Arsenal, Alabama?" he asked. Again, no response.

When the congressman asked about Fort Meade in nearby Maryland, several workers raised their hands.

One audience member, who said he worked in research and development for the Defense Department, told the lawmakers he would leave the civil service before relocating.

"I'll flip burgers in Arlington before I go to Bethesda [Maryland]," he said.

Davis acknowledged, however, that the highly trained Defense workforce in Arlington would most likely not end up in the food

service industry. He told the audience that there were already significant temptations to leave the public service for a defense contractor.

"There are a lot of opportunities to make more money, especially if you have a security clearance," Davis said, suggesting that the Pentagon should be aware of the potential pitfalls of the BRAC process.

Davis and Rep. Jim Moran, D-Va., lauded the balance and mutual support between the Defense Department and the local community. Both lawmakers appealed to constituents to contact them and voice their opinions on the BRAC process.

Sen. John Warner, R-Va., also attended the town hall meeting but was less strident in his defense of northern Virginia facilities. He acknowledged that Virginia as a whole had fared well in the BRAC recommendations, although some communities stand to be hit hard.

Warner told the crowd that he would fight to ensure that "politics play no role" in the BRAC process.

**GovExec Live!**

Join *GovExec.com* reporter David McGlinchey from noon to 1 p.m. EST on Wed., June 22 when he will discuss a Bush administration proposal to expand the personnel reforms underway at the Defense and Homeland Security departments to the entire federal workforce. You can submit your questions early or during the chat.

*This document is located at <http://www.govexec.com/dailyfed/0605/062105d1.htm>*

©2005 by National Journal Group Inc. All rights reserved.

07/21/2005 05:59 NAVY CRANE CENTER + 87036992735

BRAC Commission  
JUL 2 1 2005  
Received

NO. 028 0046

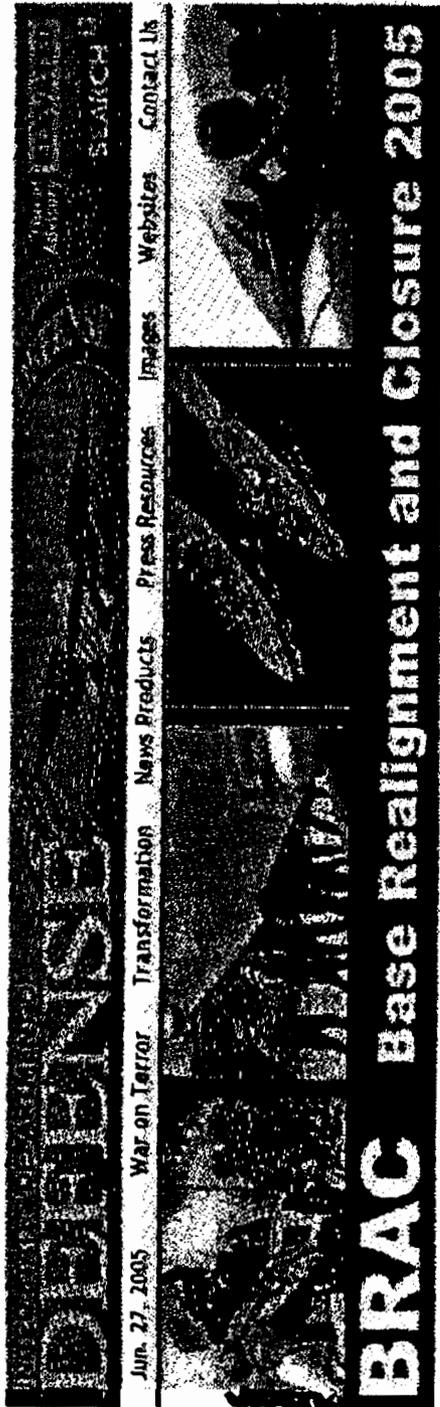
DCN 4962

BRAC Commission

JUL 21 2005

Received

6/27/2005



Home

Definitions

FAQs

Scenario Tracking Tool

Questions & Responses (Databases)

COBRA Application

BRAC 2005 Guidance

Secretary of Defense Weekly BRAC Updates

Joint Process Action Team Products

BRAC 2005 Minutes

Scenario Data Calls

BRAC Red Team Additional Documentation

2005 DoD Reports

### Scenario Data Calls

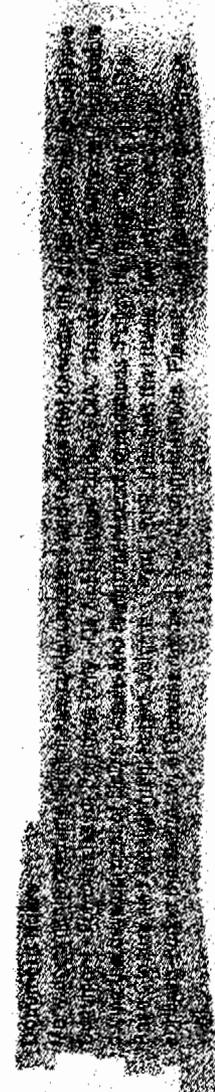
The information below provides the scenario data calls, COBRA data files, and all other supporting information used in formulating DoD's BRAC recommendations. Additional justification data is provided in DoD's recommendation books which are posted on the BRAC Commission's website at [www.brac.gov/Supplemental.aspx](http://www.brac.gov/Supplemental.aspx)

#### Download Instructions

Due to the size of these documents, you may wish to download before viewing or printing. In Internet Explorer, right click on the document link and select "Save Target As" from the menu that appears. In Netscape, right click on the document link and select "Save Link Target As" from the menu that appears.

#### Unzip Instructions

Once you have downloaded the zipped files, double-click on file. Use the Browse button to navigate to the location where you wish to unzip the installation files. Click Unzip to begin the unzip process. There are many utilities that can be used to unzip files. Here are several utilities you can use to Unzip the files: 7-zip Winzip WinRAR



#### Optimization Model

In accordance with BRAC Policy Memorandum One, the Military Departments and the Joint Cross-Service

Results and Processes

Detailed Recommendations

Service Reports

Army (PDF 2.3MB)

Navy/Marine Corps (PDF 1.1MB)

Navy Supplemental (ZIP 16MB)

Air Force (PDF 5.0MB)

Joint Cross-Service Group Reports

Education & Training (PDF 3.3MB)

Headquarters & Support Activities (PDF 1.6MB)

Industrial (PDF 2.3MB)

Intelligence (PDF 253KB)

Medical (PDF 1.8MB)

Supply & Storage

Technical (PDF 1.8MB)

Prior BRAC Rounds

Documents

Installations by Year

Installations by State

Related Sites

Civilian Employee

Groups (JCSG) had the option to use an analytical tool known as the optimization model to array potential basing configurations. The analytical handbook below describes the optimization model and provides examples. Use of the model by the Military Departments and the JCSG is documented in their information provided on this website. For technical questions, about the optimization model please call or email Dr. Ron Nickel at 703-602-6523 and ron.nicke@navy.mil.

### Optimization Model Handbook (PDF 1.5MB)

## Military Departments

### Department of the Army

Army Recommendations (Zip1.36MB) (Zip2.34MB)

Recommendation COBRA Files (Zip.2MB)

Army Alternative Recommendations (Zip1.19.7MB) (Zip1.19.7MB)

### Department of the Navy

Redacted Activity Data Calls-Final Certified Answers (Capacity)  
ZipFile1 (31.8MB) ZipFile2 (31.5MB) ZipFile3 (28.8MB) ZipFile4 (32.6MB)

Redacted Activity Data Calls-Final Certified Answers (Not Capacity) ZipFile (29.7MB)

Redacted Scenario Data Calls-Final Certified Answers ZipFile (53.4MB)

Final Certified Answers Cleared for Release to Public ZipFile (31.8MB)

Capacity Data Call CGE Calculation Guidance PDF (10KB)

Department of the Air Force (The Air Force did not do scenario data calls, however it did generate scenarios and recommendations.)

## Joint Cross-Service Groups

### Education & Training

(Certification Zipfile 19.8MB) (Flight Training Zipfile 31.9MB)

(Prof Dev Ed Zipfile 27.5MB) (Ranges Zipfile 10.7MB)

(Specialized Skill Training 0004-0041 Zipfile 72MB) (Specialized Skills Training 0042-0084 Zipfile 30MB)

### Headquarters and Support Activities (Road Map Zipfile 12.9MB)

(0002-0008 Zipfile 17.3MB) (0010-0017 Zipfile 31MB) (0018-0021 Zipfile 44.2MB)

(0022-0027 Zipfile 34.9MB) (0028-0030 Zipfile 36.5MB) (0031-0041 Zipfile 34.5MB)

(0045-0047 Zipfile 48.2MB) (0048-0053R Zipfile 76.4MB) (0055-0081 Zipfile 52.6MB)

(0063-0074 Zipfile 42MB) (0075-0084 Zipfile 23MB) (0085-0095 Zipfile 28MB)

(0096-0097 Zipfile 13MB) (0098-0104 Zipfile 46.7MB) (0105-0111 Zipfile 19MB)

(0112-0114 Zipfile 46MB) (0115-0125 Zipfile 21MB) (0126-0130 Zipfile 21MB)

(0131-0133 Zipfile 50MB) (0132R Zipfile 32.1MB) (0134-0137 Zipfile 29MB)

(0138-0145 Zipfile 12MB) Optimization Model Runs (Zipfile 473KB)

### Industrial

[Transition Assistance](#)  
[Help for Military Families \(PDF\)](#)  
[Office of Economic Adjustment](#)  
[Army BRAC](#)  
[Air Force BRAC](#)  
[Navy BRAC](#)

[Recommendations Not Submitted to BRAC Commission](#)  
[\(Zip1 15.0MB\)](#) [\(Zip2 15.6MB\)](#) [\(Zip3 15.6MB\)](#) [\(Zip4 15.6MB\)](#)

[Recommendations Submitted to BRAC Commission](#) [\(Zip1 15.7MB\)](#) [\(Zip2 654KB\)](#)  
[\(Zip3 22.1MB\)](#)

[Intelligence](#) [\(Zip 4.9MB\)](#)  
[Medical](#)  
[Final Recommendations](#) [\(Zipfile 73.1MB\)](#)  
[Other Scenarios Considered](#) [\(Zipfile 44MB\)](#)  
[Optimization Model Runs](#) [\(Zipfile 4.2MB\)](#)  
[Additional Information](#) [\(Zipfile 70KB\)](#)

[Supply & Storage](#)  
[Cobra Input](#) [\(Zipfile 1.1MB\)](#)  
[Cobra Output](#) [\(Zipfile 2.9MB\)](#)  
[Optimization Model Runs](#) [\(Zipfile 991KB\)](#)  
[Cobra Source Data](#) [\(Zip1 37.3MB\)](#) [\(Zip2 22.4MB\)](#) [\(Zip3 12.8MB\)](#) [\(Zip4 67.4MB\)](#) [\(Zip5 19.6MB\)](#)  
[\(Zip6 6.7MB\)](#) [\(Zip7 27.4MB\)](#) [\(Zip8 9.7MB\)](#) [\(Zip9 30.3MB\)](#) [\(Zip10 10.1MB\)](#) [\(Zip11 9.9MB\)](#) [\(Zip12 12.3MB\)](#)

[Technical](#)  
[COBRA Files](#) [\(Zip 11.4MB\)](#)  
[File Inventory](#) [\(Zip 24KB\)](#)  
[Inactive Draft Recommendations Scenario Data Calls and Other Data](#)  
[\(Zip1 17.5MB\)](#) [\(Zip2 17MB\)](#)  
[Scenario Data Calls and Other Information](#) [\(Zip1 12.3MB\)](#) [\(Zip2 25.5MB\)](#)  
[\(Zip3 26.7MB\)](#) [\(Zip4 33.1MB\)](#) [\(Zip5 70MB\)](#) [\(Zip6 62MB\)](#)  
[Other Scenario Data Calls and Related Data](#) [\(Zip1 46.5MB\)](#) [\(Zip2 51MB\)](#)  
[\(Zip3 36.2MB\)](#) [\(Zip4 24.3MB\)](#) [\(Zip5 11.3MB\)](#)

[Site Map](#) [Privacy & Security Notice](#) [About DoD](#) [External Link Disclaimer](#) [Web Policy](#) [About DefenseLINK](#) [FirstGov.gov](#)

07/21/2005 05:59 NRUY CRANE CENTER + 87036992735

BRAC Commission

JUL 21 2005  
Received

ND.028 PD49