

**JIM GIBBONS**  
2ND DISTRICT, NEVADA



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**Congress of the United States**  
**House of Representatives**

June 23, 2005

Defense Base Closure and Realignment Commission  
2005 Defense Base Closure and Realignment Commission  
2521 S. Clark Street, Suite 600  
Arlington, Virginia 22202

Dear Commissioners:

First of all, I would like to thank you for volunteering to be part of this critical process. The importance of what you are doing for our country can not be expressed in simple terms. Thank you as well for listening to the concerns of my fellow Nevadans today. It is my belief you will hear convincing testimony supporting our military installations.

My purpose in writing you is to simply ask your strongest consideration of the facts that will be presented to you regarding the "realignment" of the 152AW in Reno, and the closure of the Hawthorne Army Depot. After careful review of the Department of Defense's (DoD) selection criteria, I believe "substantial deviations" are apparent regarding the selection criteria set forth by Congress.

For example, a criterion used to select the 152AW at Reno is in error regarding the ramp space being limited to a maximum of 10 C-130 aircraft. You will see the base can actually expand to house up to 16 aircraft. Additionally, as a senior member of the House Armed Services Committee, it is my grave concern no C-130's will be located within the entire North-West corner of the United States if the 152AW is realigned. This has serious implications to our nation's readiness in regard to Homeland Security and availability in responding to natural disasters.

The selection to close Hawthorne Army Depot also appears to be flawed when looking at the quantity of munitions stored on site and the basic costs to relocate these munitions. DoD estimated relocation cost to be \$180 million. Research that will be presented to you will actually prove the estimated figure is closer to \$1.3 billion.

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Also of major consideration regarding Hawthorne Army Depot is DoD's estimated economic impact to the community. The number of jobs lost at the depot, as cited by DoD, was 199 direct positions. The actual number is closer to 585 direct jobs that will be lost as a result of closure. The economic impact upon the community of Hawthorne and Mineral County is a significant percentage of the total tax base. Survival of the community is certainly at stake if the depot closes.

Hopefully after reading and hearing testimony of these facts and others, you will see critical selection criteria was not considered regarding both military installations. It is my sincere hope that you remove the 152AW and Hawthorne Army Depot from the BRAC list.

Your consideration of this urgent matter is greatly appreciated. I thank you again for your time and service to the Commission. Should you have additional questions, please feel free to contact me.

Sincerely,

A handwritten signature in black ink that reads "Jim Gibbons". The signature is written in a cursive style with a large, looping initial "J".

Jim Gibbons  
Member of Congress

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**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515-2801**

Mr. Chairman,

Thank you for calling this hearing on the Base Realignment and Closure Commission (BRAC) findings. The decisions faced by the Commission are difficult ones, and I commend you and the other commissioners for your hard work and dedication. In particular, I would like to express my thanks for convening these hearings on the proposed closure of the Hawthorne Army Depot and the realignment of the 152nd Airlift Wing of the Nevada Air National Guard. Both of these actions would have serious negative consequences for Nevada—both economically and from the perspective of homeland defense. I urge the committee to reexamine these proposals.

I am a strong supporter of the BRAC process. As our military is called upon to fight the wars of the 21st Century—smaller, regional conflicts—and to engage in anti-terrorism and peacekeeping operations, it is imperative that it transform into the next generation fighting force.

Let me begin by stating that I applaud the DoD findings regarding Nellis Air Force Base and Fallon Naval Air Station. According to the recommendations, Nellis will gain nearly 1500 military and civilian personnel. Fallon Naval Air Station will become the Fleet Readiness Center for the West. These facilities can continue, and in some crucial areas such as UAVs, expand their important role in defending America.

However, I do not agree with the other recommendations affecting Nevada—specifically those involving the Hawthorne Army Depot and the C-130s of the 152nd Airlift Wing of the Nevada Air National Guard.

Regarding the C-130s, a key factor in the Defense Department's recommendation was its determination that Reno-Tahoe International Airport was unable to expand beyond its current 10 C-130s. This determination is inaccurate. The Airport has additional land and ramp space not considered in the Department's evaluations. Current law allows Reno to accommodate up to 12 C-130s, allowing for an immediate increase of two aircraft. Within four years, that capacity will be increased to 16—with the infrastructure already in place to support the added personnel.

I am especially concerned that the Defense Department failed to consider the Homeland Security implications of such a realignment. The 152nd currently constitutes nearly 60% of C-130 airlift assets west of the Rocky Mountains. These crucial missions encompass all aspects of Homeland Defense—from civil support, search and rescue, transportation of emergency personnel, and airlifting of emergency supplies including food and water.

Nevada is the fastest growing state in the nation. Las Vegas is the fastest growing metropolitan statistical area. Nearly 1.7 million residents and nearly 250,000 visitors are in Las Vegas at any given time. Travel time to the next largest metropolitan area, Reno / Tahoe—a journey of nearly

500 miles—would take nearly 8 hours over land.

The Air Force has indicated that any loss in airlift capacity can be compensated for with transports based in Southern California. Unfortunately, the use of these transports will result in a 72 hour reaction time for issues in Nevada. In a Homeland Security or other emergency situation, assets will be required well within that long window.

I would also like to call the Commission's attention to several flaws in the economic impact analysis surrounding the Hawthorne Army Depot. According to the Department's inaccurate figures, total loss of employment as a result of the Depot's closure for the surrounding community would be less than 0.1%. This was calculated by incorporating employment data from the Reno/Sparks metropolitan area—nearly 150 miles away. A more accurate employment displacement figure is 30% and could reach as high as 50% when indirect jobs are added to the model. Hawthorne's closure would have disastrous consequences for Mineral County.

I would like to conclude by joining Senator Reid in inviting members of the Commission to visit the Silver State. Nevada faces several unique challenges in Homeland Defense and Security as well as first response—challenges that cannot be truly appreciated until experienced in person.

Thank you again for convening today's hearing and for your willingness to hear our concerns. I believe that when the facts are reexamined, the flaws of the Defense Department recommendations will merit their revision.

**Kenny C. Guinn**  
**Governor of Nevada**  
**Testimony before the BRAC Commission**  
**Ref: Reno-Tahoe International Airport/Air Guard Station and Hawthorne Army Depot**  
**Clovis, N.M.**  
**June 24, 2005**

Mr. Chairman and members of the Base Realignment and Closure Commission, I would like to begin by thanking you for your commitment in facing the tough challenge of reviewing and validating the recommendations made by the Department of Defense in the 2005 Base Realignment and Closure process. Nevadans appreciate and support the efforts of Congress and support the concept of the BRAC process.

However, in reviewing the recommendations released in May, it is clear there was no objective review or application of any standard criteria to many of the locations identified for realignment or closure. In particular, the recommendations call for the realignment of the One Hundred and Fifty-Second Airlift Wing of the Nevada Air National Guard and closure of the Hawthorne Army Depot. These recommendations require your close scrutiny for many reasons.

Review of the data collected and the conclusions supposedly based on that data reveal the information is either incorrect or the format of the "data call" prohibited a true picture of these facilities. Several key leaders in the state are with me today and will provide more detail, but I'd like to start by addressing how the BRAC process failed.

Regarding the Nevada Air National Guard, not only was the call for information flawed in the way it was gathered and analyzed, it made conclusions that are categorically wrong. Others here today will identify some specific errors in this part of the process, including "skewed data calls" that failed to present a true picture of the land, logistics, and capabilities of the Nevada Air Guard base, but I would like to talk to you about issues that appear to have been omitted from the process altogether.

First and foremost is the department's failure to comply with the federal law that requires both consultation and concurrence with the Governor of a state before acting to close or move a Guard unit assigned in a state. Our founding fathers understood the need for the federal government to provide support and resources to the militia of the states. They also recognized states must have the authority to ensure the safety and best interest of its citizens. The department's failure to recognize any Governor's role in this process is simply unacceptable.

I do not believe the BRAC process gave any consideration to the vast state mission the Nevada Guard performs. In a state with yearly wildfires, annual flooding ... one which lies on hundreds of fault lines ... one with the largest dam in the United States ... one with hundreds of miles between metropolitan centers ... and one with cities and tourist attractions that are very attractive targets to terrorists ... it is apparent that BRAC process disregarded the National Guard's Constitutional obligation to the State of Nevada.

Unless called to federal active duty service, the National Guard is under the control of the Governor, the commander-in-chief. In Nevada's situation, the C-130s are an invaluable asset to such a geographically large state.

The Air Guard ... at state expense ... transports personnel and equipment to assist our citizens when their homes are in danger of being flooded.

The Air Guard ... at state expense ... trains our city, county, and state first responders, helping keep Nevadans safe.

The Air Guard ... at state expense ... serves as part of our Nevada emergency response plan, and delivers medical supplies in the most expeditious manner, should a mass casualty event occur.

The Air Guard ... at state expense ... fights raging wildfires and keeps flames away from homes and families.

The Guard C-130s are a resource the State of Nevada depends upon heavily ... and simply cannot do without.

Basing the realignment decision on flawed data collection and analysis methods, then disregarding one half of the Guard's dual state and federal mission, does great injustice to our military as a whole and the citizens of our state. But I ask you to take a careful and thoughtful look at what Nevada and the nation stand to lose in the BRAC process and to also examine how the information was obtained. I think you'll see what a disservice this BRAC process did to the Nevada Air National Guard.

I am also compelled to bring your attention to the severely flawed data and incorrect analysis in the Army BRAC Report which recommends closure of the Hawthorne Army Depot. The process considering Hawthorne seems to have followed the same pattern of flawed data calls and erroneous conclusions.

From a macro view, the Army report is unsound in five areas; 1) Statistical data on employment and production capabilities, 2) Joint DoD activity and potential activity associated with the base, 3) Cost of base closure, 4) Encroachment and 5) Analysis of alternate scenarios.

Regarding employment data, DoD measured employment displacement resulting from the base closure to the total employment of the Reno/Sparks Metropolitan Statistical Area. It determined the loss of jobs represented less than 0.1% of total employment. In fact, Hawthorne is 133 miles from the Reno/Sparks area. The loss of employment from the closure represents more than 30% of the jobs in the entire county. Add in indirect jobs lost and the figure rises to more than 50% of the current employment in the county. The recommendation has the potential to change this community forever. We all know the damage that a 50 percent drop in employment can do to a community, and in particular, what impact it could have on such a small community like Hawthorne.

The Army report also does not take into account Joint DoD activity at Hawthorne such as the Navy Special Forces High Desert Training and Navy Undersea Warfare Center, Marine Corps Sniper Team training and weapons testing, Army Ranger high desert training, nor the processing of range scrap from Air Force and Navy bombing ranges. Of note, more than 80 percent of this nation's live ordinance is dropped on Nevada bombing ranges.

DoD estimates the cost of closing the depot at approximately \$180 million. Additional costs such as retiring outdated military munitions, creating duplicate military capability elsewhere, and such costs such as environmental remediation could well exceed \$840 million.

Encroachment issues face many military facilities nationwide. However, the Hawthorne Army Depot has the largest, most diverse, environmentally compliant state-of-the-art military munitions dismantling facility in the depot system. It encompasses 230 square miles of unencumbered land surrounded by other federal lands of the Bureau of Land Management and the U-S Forest Service. The town of Hawthorne is situated with no threat of encroachment. Meanwhile, other depots that will have to absorb Hawthorne's mission do not enjoy such relief from encroachment. In fact, it will take 5 to 7 years to complete environmental permitting necessary to build similar capabilities at other facilities that are already suffering encroachment issues.

There was no analysis done considering alternate solutions such as closing another facility and moving its function to Hawthorne. I believe the BRAC process requires such an analysis.

I also believe the statistical data concerning Hawthorne is sufficiently flawed to warrant full re-consideration of the decision to close the depot. Additionally, several current joint functions of the Hawthorne Army Depot were not cited and are assumed to have not been considered in the process. Finally, the proposal to close a munitions base that does not suffer encroachment issues and move the functions to a base that does, inherently counters the BRAC mission.

I ask you to give serious consideration to my remarks, and the more detailed remarks of the following Nevada participants.

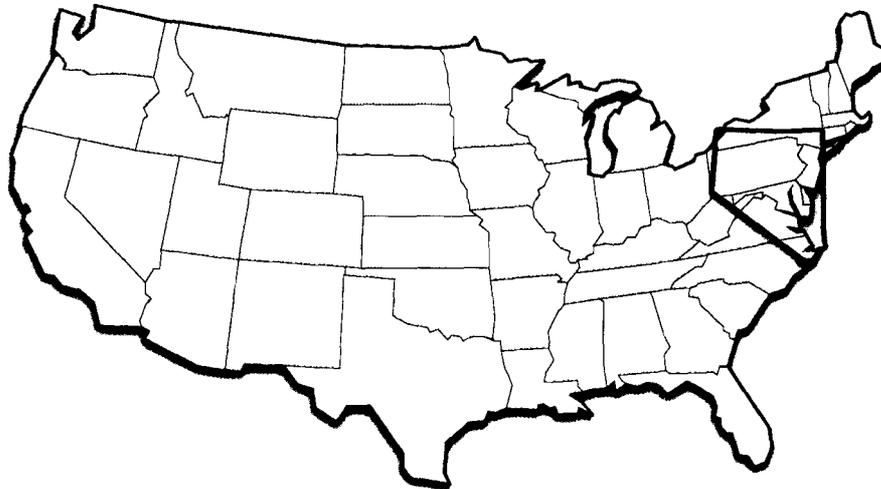
Thank you.

**Giles E. Vanderhoof**  
**Nevada Homeland Security Administrator**  
**Testimony before the BRAC Commission**  
**Ref: Reno-Tahoe International Airport/Air Guard Station**  
**June 24, 2005**  
**Clovis, New Mexico**

Good Morning. I am Giles Vanderhoof, Nevada's Homeland Security Administrator.

Mr. Chairman and members of the Base Realignment and Closure Commission, I thank you for the opportunity to present information that will demonstrate how very serious and dangerous it would be if the recommendation to remove the Nevada Air Guard's C-130 aircraft and associated personnel is implemented. I cannot begin to understand how the Department of Defense gave no consideration whatsoever to homeland defense and security, especially when our national security policy establishes the security of our homeland as priority number one.

Nevada is the seventh largest state and has great distances between metropolitan areas. Notice the two slides that demonstrate the size of Nevada compared to states in the eastern U.S. Imagine the logistical nightmare these vast distances present in the face of a disaster, whether man-made or natural.



**Geographic Comparison Between Nevada Counties and U.S. States**  
**A Sampling of Five Counties out of 17**  
 (Listed in Square Miles)

<b>Nevada Geography</b>	<b>Nearly Equal To</b>	<b>U.S. States</b>
Clark County 8,090	New Jersey	8,721
Elko County 17,202	Maryland + Connecticut	17,950
Lincoln County 10,636	Massachusetts	10,554
Nye County 18,158	New Hampshire + New Jersey	18,071
Washoe County 6,551	Connecticut + Rhode Island	7,088

We are especially concerned because every year we have serious floods and wildfires. Although not highly advertised, certain populated areas and a dam site in Nevada are considered among the top areas potentially targeted by terrorists. Additionally, Nevada is rated number three in the nation for serious earthquake potential, only behind California and Alaska.

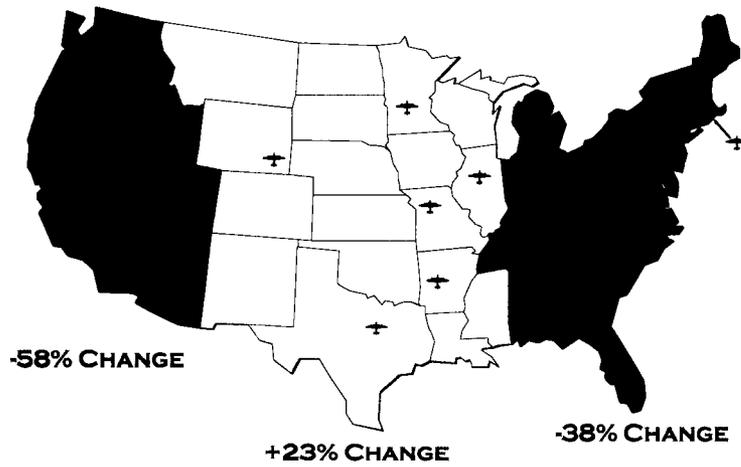
There are two absolutely essential functions the C-130s provide Nevada in an emergency situation: immediate airlift to move people and critical resources, and full motion, down-linked video with infrared capability.

Immediate airlift is essential and if BRAC recommendations are implemented, there will only be one Guard C-130 unit west of the Rocky Mountains. That single unit resides in the only state that is not a signatory to the Emergency Management Assistance Compact. The unit may help, but valuable time would be lost. Notice the before BRAC and after BRAC slides that graphically display C-130 coverage for our country and the west in particular.

**PRE-BRAC DISTRIBUTION OF  
AIR NATIONAL GUARD  
C-130 AIRLIFT AIRCRAFT**



**POST-BRAC DISTRIBUTION OF  
AIR NATIONAL GUARD  
C-130 AIRLIFT AIRCRAFT**



Active duty and Reserve units are not allowed to assist until a federal disaster is declared. Consider the loss of life and property if a major disaster occurred in one of our two primary population centers, Las Vegas and Reno, or another remote Nevada city. With the Nevada Air Guard C-130s' immediate availability, the governor can deploy the following assets and more from a safe area to an emergency area:

- military and civilian medical personnel, equipment, and medicine
- mobile medical facilities including the Air Force Expeditionary Medical Support equipment
- our world-class urban search and rescue team
- the superb, high-tech, Nevada National Guard Civil Support Weapons of Mass Destruction
- Team with their five C-130 loads of equipment
- the National Guard's Quick and Rapid Response Teams, trained to assist civilian law enforcement personnel
- the Centers for Disease Control Strategic National Stockpile "push package", which would only be distributed at the Nevada Air Guard base in Reno or the Nevada Army Guard Readiness Center in North Las Vegas
- thousands of sand bags and other equipment for potential or actual flooding

Nevada loses hundreds of thousands of acres to wildfire and the west as a whole loses millions of acres each year. The Scathe View system on Nevada's C-130s is an invaluable asset in minimizing the ravages of these fires. Scathe View's infrared camera can take and immediately send video of the fire to mobile ground stations. The infrared camera looks through the smoke, allowing fire bosses to see exactly where the fire is, where it is going, and the hot spots, allowing them to deploy personnel and equipment in the most effective manner. This system has also been deployed many times to other western states to aid in their firefighting efforts. It should also be noted that the Nevada C-130s are in the plan to receive Modular Airborne Fire Fighting Systems (MAFFS), which air drops fire retardant slurry on fires.

The Scathe View system and the Nevada Air Guard airborne imagery analysts (the only ones in the entire U.S. Air Force) have also saved lives in search and rescue operations involving downed aircraft or lost individuals.

I could go on and on, but I think the point is made – without our C-130s being available to the governor for emergencies, life and property is at an unacceptable risk. I cannot understand why the DoD did not even consider the unique capabilities of these aircraft and designate Reno as a location for additional aircraft.

I thank you for listening and considering the awesome loss if our aircraft are relocated to become mere trainer aircraft.

Thank you.

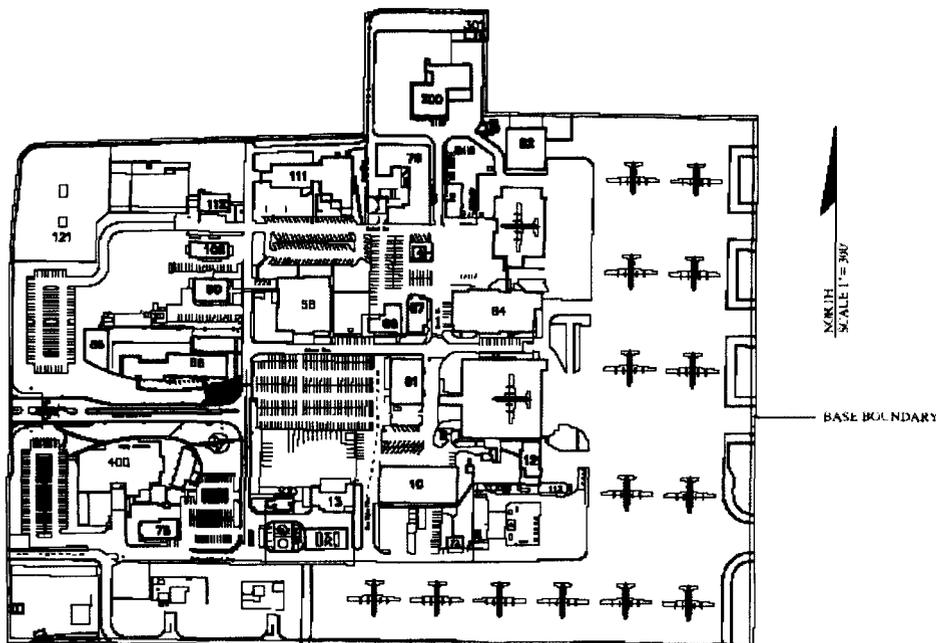
**Brigadier General Cindy Kirkland**  
**The Adjutant General, Nevada National Guard**  
**Testimony before the BRAC Commission**  
**Ref: Reno-Tahoe International Airport/Air Guard Station**  
**June 24, 2005**  
**Clovis, New Mexico**

Mr. Chairman and members of the commission, please let me start by thanking you for giving me the opportunity to talk to you today and share some information that I think is critical to this process. The recommended realignment of the Nevada Air National Guard unit located at the Reno-Tahoe IAP/AGS in Reno is flawed and simply does not make sense.

It seems clear that the Air Force BRAC process was flawed and skewed against the efficient and cost effective Air National Guard bases. The Air Force used a one-size-fits-all approach while the other components all considered the unique attributes of the active, Reserve and Guard forces. The fact that a senior Air Force BRAC official told The Adjutants General at their meeting in May in Omaha, Nebraska that "they (the TAGs) were intentionally excluded from the process" tells me that this was not an open and sound process.

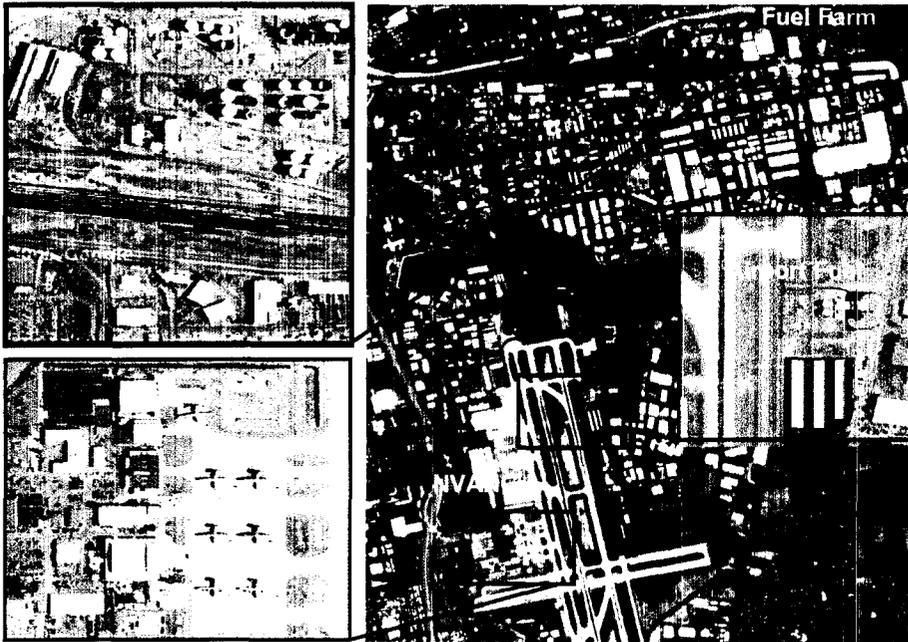
In reviewing the report and justification for realigning the Reno Air Guard Station, there are many flaws in data as well as complete omissions. Because of the format and skewed data call, many attributes of the base were not considered and the military value calculated much lower than it should have been.

The primary justification used to support the recommendation was based on the fact that the Reno base could not park more than 10 aircraft. Records show that both the National Guard Bureau and the Air Force acknowledged at one point that we could in fact park a larger number of planes, but the report and recommendation fail to recognize it. In fact, as you can see from this slide we can currently park up to 12 aircraft.



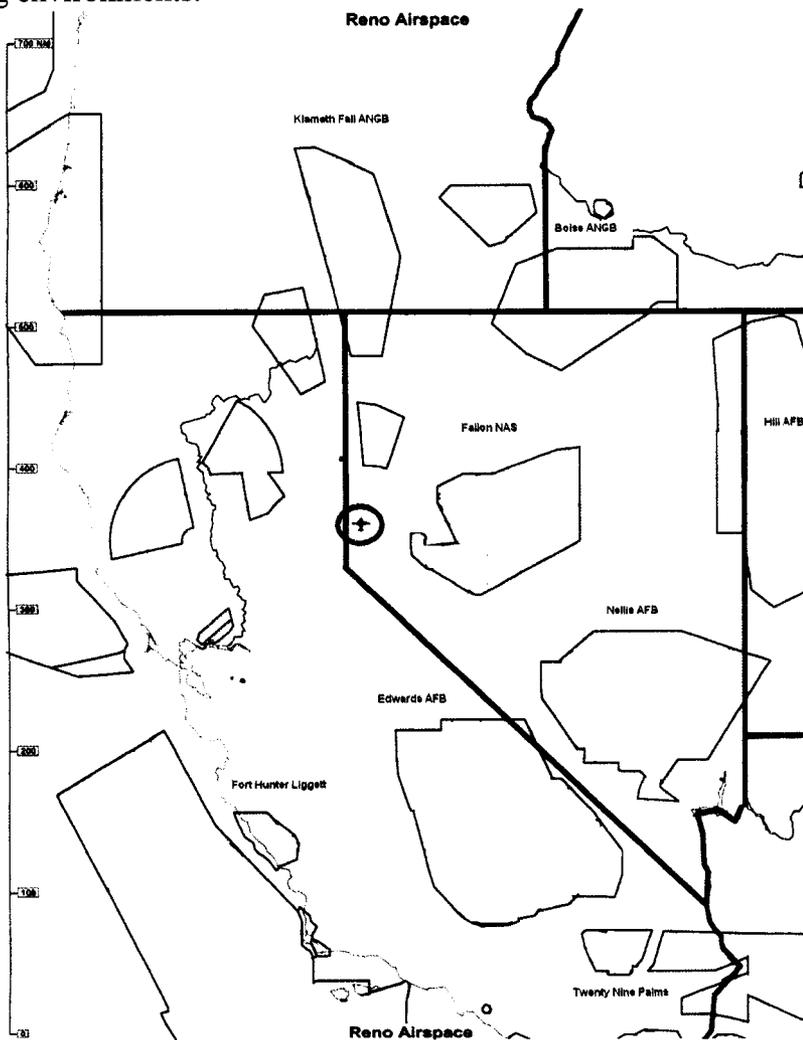
With a no-cost land swap that was approved by the Reno-Tahoe Airport Authority and forwarded to the National Guard Bureau more than four years ago, we could actually accommodate 16 aircraft.

In addition, the military value rating given to Reno Air Guard Station did not take into consideration resources available at minimal or no cost to the Department of Defense, resources all Air Guard stations co-located with a commercial airport enjoy.



Fuel storage capacity got us no points because we only have capacity on our facility for 150K gallons, though across the airfield we have unlimited access to the airport tank farm which is directly pipeline fed. We have unlimited fuel access.

We could also not identify our access to the world's most diverse and complex series of ranges and training areas because they are not physically located on our facility. Yet within minutes of taking off from the Reno base, that we have the ability to train in some of the world's finest training environments.



Had we been able to identify these resources in the data call, we would surely have received a much higher military value rating.

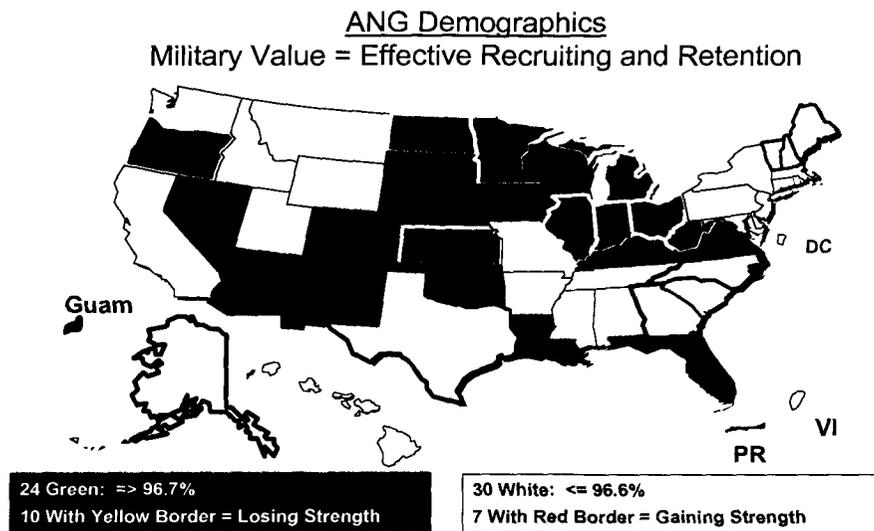
Keep in mind that by being co-located on a commercial airfield the DoD is not responsible for the maintenance and operational cost for the airfield infrastructure which runs many millions of dollars each year.

There are many more areas regarding infrastructure and surge capacity that were not considered by the DoD process because it did not fit their model. We received no points for our operating characteristics since we do not control the airspace and could not report that we have no take-off delays. We could not report that we have an agreement with the airport to accommodate a significant increase in aircraft parking to support surge or diversion requirements. And, by the way, there is no cost and we do not have to maintain additional ramps in a surge situation. In the report we have provided, you will find much more detail on specific flaws in the data and application of the established criteria.

Along with many other points of skewed data, the process failed to recognize the unique nature of the C-130s assigned to this unit. All eight aircraft have been modified at great expense to

support one the Air Force's key intelligence gathering platforms. Only these eight planes can carry the Scathe View system of which Mr. Vanderhoof spoke. War theater commanders have identified this system as one of their top five priorities. If the C-130s are sent to Little Rock, or elsewhere as is now being discussed, those modified aircraft will still have to return to Reno on a regular basis to train and maintain proficiency with the intelligence airmen remaining in Reno. Due to the intensive training required to maintain proficiency and coordination between the flight crew and the imagery analysts, loss of this capability in Reno means this key system will be significantly compromised. The BRAC Report doesn't even take into consideration the fact that the Air Force cost to frequently deploy the aircraft back to Reno to support training will cost millions. There are many additional costs for maintaining support of this system and the people who operate it that were also not taken into consideration. Those costs are reflected in the report we have provided.

Recruiting and retaining quality individuals to ensure the nation's ability to respond to threats is the number one BRAC Principle.



The active component and some Reserve components are challenged with meeting end strength. The Reno unit has consistently been at or above the National Guard Bureau's strength goals and with a growing population, has no concern with recruiting to future strength needs. Yet both General John Jumper and Mr. Michael Dominguez have indicated "installation characteristics" should be stressed and the Air Force can recreate the world class skills of the Guard.

Of the more than 500 people our unit will lose, about 90% have indicated they will not move to another state or location. The Air Force BRAC Report says that number is 20%. Our airmen have jobs in the local community and family and community ties will keep them at home. Guard members traditionally do not relocate throughout their career like active duty and Reserve members.

Replacing just one 6-year term airman is estimated by the Air Force to cost \$65,000. Multiply that by the vast numbers of airmen affected in this unit alone and the price tag is enormous. Add to that the combat and lifetime experience of senior members who will lose their positions and it will take the Air Force years to recoup experience lost through this Guard realignment. We've already received calls from unit members in southwest Asia asking if they'll have a job when they return. I offer that empty bases will not provide for the defense of our nation.

Governor Guinn and Mr. Vanderhoof have already talked to you about the impact to Nevada and the nation if we cannot respond immediately within the state during a major emergency. Homeland defense is given top priority in our National Security Strategy and National Military

Strategy, yet the Guard's Constitutional responsibility to support the governor and state was not even considered.

Governor Guinn also spoke to you concerning the Title 10 requirement to consult and gain concurrence of the governor before affecting units in his state. The failure of the Air Force and DoD to follow the requirements of the U.S. Constitution and the simple obligation to all the men and women in uniform is not acceptable. We ask again that this commission look very closely at the evaluation and skewed criteria applied to the 152<sup>nd</sup> Airlift Wing in Reno, Nevada and consider increasing our assigned aircraft to support our growing missions. Thank you for your time.

**Bernie Anderson**  
**Nevada State Assemblyman**  
**Testimony before the BRAC Commission**  
**Ref: Reno-Tahoe International Airport/Air Guard Station and Hawthorne Army Depot**  
**Clovis, N.M.**  
**June 24, 2005**

Nevada's Air National Guard has had a long and outstanding history serving the United States and the State of Nevada. Established in 1948, it originally operated out of the Reno Army Air Base (later renamed Stead Air Force Base). The unit later entered into various leases and agreements in 1953 and 1954, to use a portion of Hubbard Field (now the Reno-Tahoe international Airport). Through these early agreements, the Air National Guard agreed to spend \$1 million for a 25-year lease on 29 acres of land. Supplemental agreements extended the lease to the year 2054, and added 35 acres of land.

Over the next 50 years the unit's mission changed from a fighter squadron to a bomber squadron, to a reconnaissance unit, to its present mission of an air mobility wing. Such mission changes have often resulted in changes to the aircraft assigned. With the introduction of the highly versatile Hercules aircraft in 1995, the mission of the Air National Guard changed dramatically. The current mission now encompasses several support functions including airlift and airdrop capability for cargo and personnel during wartime and peacetime. Using the C-130 as a tactical reconnaissance platform, the unit also provides timely, accurate intelligence in support of national security.

The C-130 aircraft proposed for realignment from Nevada's Air National Guard are currently the unit's only planes. The loss of these assets would expose the state's residents to dangers from both natural disasters and potential terror attacks. It would profoundly change the unit's mission and capabilities. Members of the Air National Guard have played a critical role in essential airlift support for this country including the Korean Conflict; Operations Desert Shield, Desert Storm, Noble Eagle, Enduring Freedom, and Iraqi Freedom; and the continued Global War on Terrorism. Through highly developed technical expertise, the people and equipment of the Air National Guard also play an essential role in Nevada and the western states by providing airlift support in times of crisis, such as fire fighting and flood relief. Removal of this presence from Nevada to Arkansas would leave Nevada and western states without a critical airlift capability. Additionally, it is estimated that loss of the C-130s and the personnel and functions involved with them will cost the Reno economy about \$22 million per year.

In closing, the State of Nevada has long been an important contributor to our national defense. Nevada's military installations have served have served our state and nation proudly and effectively, and are of great importance to their local communities. The Air National Guard unit in Reno is a critical asset to the community, the state, and the nation. The unit's continued operation in its current form and location is critical. From the propeller driven P-51 Mustang in 1948, to the current four-turbo prop C-130 Hercules transport aircraft, the 1,100 members of the Nevada Air National Guard have performed with dedication and professionalism.

In response to the Department of Defense recommendations, the Nevada Legislature recently adopted Assembly Joint Resolution No. 17 which cites the importance of Nevada's military installations and urges the Base Realignment and Closure Commission to reconsider certain recommendations, including the proposed changes to Nevada's Air National Guard. Each member of the commission will receive enrolled copies of this resolution when they are printed. I brought copies of the first reprint with me today for your reference, which will be identical to the enrolled version.

Thank you for this opportunity to provide comment.

Randolph Townsend

Nevada State Senator

Testimony before the BRAC Commission

Ref: Reno-Tahoe International Airport/Air Guard Station and Hawthorne Army Depot

June 24, 2005

Clovis, New Mexico

Ladies and gentlemen of the commission, thank you for hearing all of us from Nevada today. I am Randolph Townsend, Nevada State Senator, from Washoe County Senatorial District 4, which is the Reno/Tahoe area, and I appreciate the opportunity to talk with you. You are to be given our respect and our commendation for the efforts you have put in on the topic of base closings and efficiencies in government. This is the toughest thing that many of us who hold elective office and non elective officials, who have these responsibilities, will ever face and for that you have my gratitude as well as my respect. The 152<sup>nd</sup> Airlift Wing, which is located in my district, has been a member of our community since 1948. The participation of the 152<sup>nd</sup> in our city, through volunteer activities and military service in times of crisis, is without question, unmatched.

In the last few months alone, the Air Guard's C-130 aircraft provided valuable assistance in fighting a number of wildfires that threatened homes, families, and many businesses. The Air Guard not only assisted with their fire trucks and well-trained firefighters, but with their Scathe View camera sensors. Those sensors gave our fire commanders the most intimate knowledge of the large-scale fires, allowing them to fight the fire more effectively than ever before.

The aerial photos provided during a flood in downtown Reno a few years ago gave county emergency managers unprecedented views of the entire flooded region. They knew which roads and bridges were washed out, which way to direct emergency crews, and how to best rescue stranded citizens.

If the Nevada Air National Guard is closed, there will be an economic impact, but there will be a greater emotional impact from losing the dependability of the Guard on which we rely. Perhaps you could look closely

at this realignment and review this unit. What they bring to us as a community and as a state far outweighs any cost savings that may be realized down the road.

Their availability to us as leaders of our state, though, should be our greatest concern. The unit is available to provide tremendous airlift capability, which is so necessary in a state as large as ours, where the federal government is the owner of most of the land. . Reno is geographically distant from Las Vegas and the other population centers in the state of Nevada. In times of crisis, our citizens cannot depend upon ground transportation for necessary responses. Nevada is the nation's fastest growing state. In Washoe County, we would be vulnerable if a crisis required immediate relief and these C-130s were gone.

Again, you are to be commended and we all respect the tough decisions you have to make. We are hoping that, as you move through this process, you will keep in mind the remarks made today. Thank you again; I appreciate your service to all of us who live in these great United States.

EMERGENCY REQUEST OF SPEAKER OF THE ASSEMBLY

ASSEMBLY JOINT RESOLUTION NO. 17—ASSEMBLYMAN PERKINS

MAY 31, 2005

JOINT SPONSORS: SENATORS AMODEI, BEERS, CARE, CARLTON, CEGAVSKE, COFFIN, HARDY, HECK, HORSFORD, LEE, MATHEWS, MCGINNESS, NOLAN, RAGGIO, RHOADS, SCHNEIDER, TIFFANY, TITUS, TOWNSEND, WASHINGTON AND WIENER

Declared an Emergency Measure

SUMMARY—Urges Base Realignment and Closure Commission to reconsider and reject recommendations of Department of Defense concerning Naval Air Station Fallon, Nevada Air National Guard at Reno-Tahoe International Airport and Hawthorne Army Depot. (BDR R-1475)

FISCAL NOTE: Effect on Local Government: No.  
Effect on the State: No.



EXPLANATION - Matter in *bolded italics* is new; matter between brackets ~~omitted material~~ is material to be omitted.

ASSEMBLY JOINT RESOLUTION—Urging the Base Realignment and Closure Commission to reconsider and reject the recommendations of the Department of Defense concerning Naval Air Station Fallon, Nevada Air National Guard stationed at Reno-Tahoe International Airport and Hawthorne Army Depot.

1 WHEREAS, The United States Department of Defense conducted  
2 base realignments and closures in 1988, 1991, 1993 and 1995,  
3 resulting in the closure of 97 major bases, the realignment of 55  
4 major bases and the closure or realignment of 235 minor bases  
5 across the United States; and

6 WHEREAS, Congress authorized base realignments and closures  
7 for 2005 in the National Defense Authorization Act of 2002, and, on



1 May 13, 2005, the Department of Defense issued its  
2 recommendations for closures and realignments; and

3 WHEREAS, Included in those recommendations are the proposed  
4 realignments of Naval Air Station Fallon and the Nevada Air  
5 National Guard stationed at Reno-Tahoe International Airport, and  
6 the proposed closure of Hawthorne Army Depot; and

7 WHEREAS, It is critical to the State of Nevada that the Base  
8 Realignment and Closure Commission reconsider and reject these  
9 recommendations as set forth by the Department of Defense; and

10 WHEREAS, The Department of Defense has recommended  
11 realignment of Naval Air Station Fallon which will result in the  
12 disestablishment of the Aircraft Intermediate Maintenance  
13 Department Fallon and the Naval Air Depot North Island  
14 Detachment Fallon; and

15 WHEREAS, The realignment of the Nevada Air National Guard,  
16 152nd Airlift Wing, stationed at Reno-Tahoe International Airport,  
17 is tantamount to a closure in that the recommendation to move eight  
18 C-130H aircraft, the Guard's only planes, to another base, would  
19 leave the Guard's engineering, construction and supply units in  
20 Nevada, but significantly reduce the need for these units; and

21 WHEREAS, The removal of these planes will eliminate  
22 approximately 260 full-time military and civilian jobs, and will most  
23 likely cause 283 others who fulfill their traditional Air Guard duties  
24 at this station to lose their positions at the station; and

25 WHEREAS, Not only will the realignment leave the Guard with  
26 no flying mission, but it will leave Nevada's Adjutant General and  
27 the Guard with limited ability to provide Homeland Security and  
28 disaster assistance to Nevada and surrounding states in the event of  
29 an emergency or natural disaster; and

30 WHEREAS, The justification for this realignment states that the  
31 Nevada Air National Guard was unable to expand beyond ten  
32 C-130s, a statement that is not true—the Air Guard signed an  
33 agreement 4 years ago with the Airport Authority of Washoe  
34 County which provides for a land swap that would give the Guard  
35 four more planes, an agreement that the Air Force and National  
36 Guard Bureau still have on hold, an agreement that would allow up  
37 to twelve planes at the station; and

38 WHEREAS, The final recommendation by the Department of  
39 Defense, which will cause considerable adverse impact  
40 economically to the State of Nevada, is the proposed closure of  
41 Hawthorne Army Depot located in Mineral County; and

42 WHEREAS, The estimated savings of \$59.2 million to the  
43 Federal Government as the result of this closure is small compared  
44 to the damage to the local economy that will be caused by the  
45 closure of the Depot, Hawthorne's primary employer; and

1 WHEREAS, Hawthorne Army Depot plays a unique role in c  
2 nation's security, offering a remote location for weapons' traini  
3 and storage of munitions and is the premier resource, recovery a  
4 recycling center for conventional ammunition; and

5 WHEREAS, In its Base Closure and Realignment Report, t  
6 Department of Defense includes Hawthorne Army Depot within t  
7 Reno-Sparks Metropolitan Statistical Area and notes that the loss  
8 326 jobs is less than 0.1 percent of the economic area employme  
9 yet the Report fails to note that Hawthorne is located 133 miles fro  
10 Reno-Sparks; and

11 WHEREAS, In reality, because Hawthorne is a town  
12 approximately 3,300 and is the economic base for a county with  
13 estimated population of 4,800, this closure will directly affect  
14 percent of the city's population, not including the local business  
15 which now benefit from the presence of the Depot, including tho  
16 employed by the Depot and also their families and the troops w  
17 travel to Hawthorne for training; and

18 WHEREAS, As in the past, and now, as our nation faces m  
19 security threats, the political leaders and residents of the State  
20 Nevada have and will continue to support the military to meet t  
21 challenges they face; now, therefore, be it

22 RESOLVED BY THE ASSEMBLY AND SENATE OF THE STATE  
23 NEVADA, JOINTLY, That the Nevada Legislature strongly urges t  
24 Base Realignment and Closure Commission to reconsider t  
25 realignment of Naval Air Station Fallon and the Nevada Nation  
26 Air Guard, 152nd Airlift Wing, and the closure of Hawthorne Ar  
27 Depot, and reject those recommendations as a significant threat  
28 national security; and be it further

29 RESOLVED, That the Chief Clerk of the Assembly prepare a  
30 transmit a copy of this resolution to each member of the Ba  
31 Realignment and Closure Commission, the President of the Unit  
32 States, the Vice President of the United States as the presidi  
33 officer of the Senate, the Speaker of the House of Representativ  
34 and each member of the Nevada Congressional Delegation; and be  
35 further

36 RESOLVED, That this resolution becomes effective up  
37 passage.

