



California Institute Special Report Supplement: Base Realignment and Closure – Detailed Recommendations for California Closures

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This report is available on the web at <http://www.calinst.org/defense/bdetailB.htm>. A pdf version is available at <http://www.calinst.org/defense/bdetailB.pdf>. An excerpted list – detailing only the California recommendations – may be found on the web at <http://www.calinst.org/defense/bdetailA.htm>. A variety of other California-related realignment and base closure information is available at <http://www.calinst.org/defense.htm>.

The following is a compilation of the Department of Defense’s detailed Base Realignment and Closure (BRAC) recommendations that refer to California installations. These excerpts contain each of the Pentagon’s recommendations in its entirety, including information about bases outside of California. The additional information is included to provide some context for the recommendations that affect California bases. To find information for a particular base affected by the BRAC recommendations, use the index on the following page. The text of the recommendations has been copied in the order it appears in the Pentagon’s “Detailed Recommendations” which can be accessed in PDF form on the Department of Defense’s BRAC website at http://www.defenselink.mil/brac/vol_I_parts_1_and_2.html.

The California Institute has also created a condensed set of “Detailed Recommendations” that only includes language that specifically affects installations in California. That document can be accessed in html text format at <http://www.calinst.org/defense/bdetailA.htm> or in Adobe Acrobat pdf format at <http://www.calinst.org/defense/bdetailA.pdf>.

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Base Closure and Realignment Detailed Recommendations for California Bases

Army

RC Transformation in California

Recommendation: Close the United States Army Reserve Center, Moffett Field, California, the George Richey United States Army Reserve Center, San Jose, California, and the Jones Hall United States Army Reserve Center, Mountain View, California and relocate units to a new Armed Forces Reserve Center with an Organizational Maintenance Shop on existing Army Reserve property on Moffett Field, California. The new AFRC shall have the capability to accommodate California National Guard Units from the following California ARNG Readiness Centers: Sunnyvale, California, San Lorenzo, California, Redwood City, California, and the Organizational Maintenance Shop, San Jose, California, if the state decides to relocate those National Guard units.

Close the Desiderio United States Army Reserve Center, Pasadena, California, the Schroeder Hall United States Army Reserve Center, Long Beach, California, the Hazard Park United States Army Reserve Center, Los Angeles, California, and relocate units to a new Armed Forces Reserve Center on property being transferred to the Army Reserve from the General Services Administration at Bell, California. The new AFRC shall have the capability to accommodate California National Guard Units from the following California ARNG Readiness Centers: Bell, California, and Montebello, California, if the state decides to relocate those National Guard units.

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

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

This recommendation closes six Army Reserve centers, two Naval Reserve Centers, and one Marine Corps Reserve Center, throughout the State of California, and constructs two multi component, multi functional Armed Forces Reserve Centers (AFRCs), capable of accommodating National Guard and Reserve units. This recommendation reduces military manpower and associated costs for maintaining existing facilities by collapsing fifteen geographically separated facilities into two modern Armed Forces Reserve Centers. These joint use facilities will significantly reduce operating costs and create improved business processes. The Department understands that the State of California will close five California Army Guard Armories: Sunnyvale, San Lorenzo, Redwood City, Bell, and Montebello, California, and the Organizational Maintenance Shop, San Jose, California. The Armed Forces Reserve Centers will have the capability to accommodate these units if the State decides to relocate the units from these closed facilities into the new AFRCs.

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

This recommendation considered feasible locations within the demographic and geographic areas of the closing facilities and affected units. The sites selected were determined as the best locations because they optimize the Reserve Components ability to recruit and retain Reserve Component soldiers and to train and mobilize units impacted by this recommendation. This recommendation provides the opportunity for other Local, State, or Federal organizations to partner with the Reserve Components to enhance Homeland Security and Homeland Defense at a reduced cost to those agencies.

Although not captured in the COBRA analysis, this recommendation avoids an estimated \$6.3M in mission facility renovation costs and procurement avoidances associated with meeting AT/FP construction standards and altering existing facilities to meet unit training and communications requirements. Consideration of these avoided costs would reduce costs and increase the net savings to the Department of Defense in the 6-year BRAC implementation period, and in the 20-year period used to calculate NPV.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$78.7M. The net of all costs and savings to the Department of Defense during the implementation period is a cost of \$41.3M. Annual recurring savings to the Department after implementation are \$8.9M with a payback expected in 10 years. The net present value of the costs and savings to the Department over 20 years is a savings of \$46.0M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 4 jobs (3 direct and 1 indirect jobs) over the 2006 – 2011 period in the San Jose-Sunnyvale-Santa Clara Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 106 jobs (72 direct and 34 indirect jobs) over the 2006 – 2011 period in the Los Angeles-Long Beach-Glendale Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

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

Community Infrastructure Assessment: A review of the community attributes revealed no significant issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: This recommendation has no impact on air quality, cultural, archeological, or tribal resources; dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; threatened and endangered species or critical habitat; waste management; water resources; or wetlands. This recommendation will require spending approximately \$0.3M for waste management and/or environmental compliance activities. These costs were included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management, and environmental

compliance activities. Installation has no jurisdictional wetlands. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

USAR Command and Control – Southwest

Recommendation: Realign the Joint Force Training Base Los Alamitos, CA by disestablishing the 63rd Regional Readiness Command (RRC) Headquarters, Robinson Hall, USARC and activating a Southwest Regional Readiness Command headquarters at Moffett Field, CA in a new AFRC. Realign Camp Pike Reserve Complex, Little Rock, AR by disestablishing the 90th RRC and activating a Sustainment Brigade. Close the Major General Harry Twaddle United States Armed Forces Reserve Center, Oklahoma City, OK, and relocate the 95th DIV (IT) to Fort Sill, OK. Realign Camp Parks Reserve Forces Training Area, CA, by relocating the 91st Div (TSD) to Fort Hunter Liggett, CA.

Justification: This recommendation transforms Reserve Component facilities and command and control structure throughout the Southeast Region of the United States. The implementation of this recommendation will enhance military value, improve homeland defense capability, greatly improve training and deployment capability, create significant efficiencies and cost savings, and is consistent with the Army's force structure plans and Army transformational objectives.

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

This recommendation supports the Army Reserve's Command and Control restructuring initiative to reduce Regional Readiness Commands from ten to four. This recommendation transforms Army Reserve command and control by eliminating nondeployable command and control headquarters, transforming excess spaces into deployable units and moving institutional training units onto major training areas. It supports the Army Reserve's Command and Control restructuring initiative to reduce Regional Readiness Commands from ten to four by disestablishing two major peacetime administrative headquarters, the 63d Regional Readiness Command in Los Angeles, CA and the 90th Regional Readiness Command in Little Rock, AR and creating a new consolidated headquarters in their place at Moffett Field, CA. It supports the transformation of Army Reserve Operational Force Structure by activating a sustainment brigade in Little Rock, AR in the place of the 90th RRC, which will increase the deployable capability of the Army Reserve to support the Active Army. The Sustainment brigade is a new operational capability for the Army Reserve. This proposal transforms the Army's training support to the Reserve Component by re-locating the 95th DIV (Institutional Training) from the Major General Harry Twaddle United States Army Reserve Center, Oklahoma City, OK to Fort Sill, OK, and relocating the 91st Div (Training Support) from Camp Parks Reserve Forces Training Area, CA, to Fort Hunter Liggett, CA which improves operational effectiveness by putting these Training Divisions at major training sites in their regions.

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

Although not captured in the COBRA analysis, this recommendation avoids an estimated \$16.8M in mission facility renovation costs and procurement avoidances associated with meeting AT/FP construction standards and altering existing facilities to meet unit training and communications requirements. Consideration of these avoided costs would reduce costs and increase the net savings to the Department of Defense in the 6-year BRAC implementation period, and in the 20-year period used to calculate NPV.

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

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$55.5M. The net of all costs and savings to the Department of Defense during the implementation period is a cost of \$44.1M. Annual recurring savings to the Department after implementation are \$3.4M with a payback expected in 23 years. The net present value of the costs and savings to the Department over 20 years is a savings of \$9.8M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 270 jobs (170 direct and 100 indirect jobs) over the 2006 – 2011 period in the Santa Ana-Anaheim-Irvine, CA Metropolitan Division, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 335 jobs (177 direct and 158 indirect jobs) over the 2006 – 2011 period in the Little Rock-North Little Rock, AR Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 69 jobs (43 direct and 26 indirect jobs) over the 2006 – 2011 period in the Oakland-Fremont-Hayward Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 109 jobs (53 direct and 56 indirect jobs) over the 2006 – 2011 period in the Oklahoma City, OK Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

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

Community Infrastructure Assessment: A review of the community attributes revealed no significant issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: Numerous archeological and historic resources, coupled with regional tribal interest, existing restrictions and a lack of a Programmatic Agreement, may result in increased time delays and negotiated restrictions at Fort Sill. Significant mitigation measures to limit releases may be required at Fort Sill to reduce impacts to water quality. Fort Hunter Liggett is over or in the recharge zone of a sole source aquifer, which may result in future regulatory limitations on training activities. This recommendation has no impact on air quality, dredging;

land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; threatened and endangered species or critical habitat; waste management; or wetlands. This recommendation will require spending approximately \$0.02M for waste management and/or environmental compliance activities. These costs were included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management, and environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Navy

Recommendation for Realignment Marine Corps Logistics Base, Barstow, CA

Recommendation: Realign Marine Corps Logistics Base Barstow, CA. Disestablish the depot maintenance of Aircraft Other Components, Aircraft Rotary, and Strategic Missiles. Consolidate depot maintenance of Engines/Transmissions, Other Components, and Small Arms/Personal Weapons at Anniston Army Depot, AL. Consolidate the depot maintenance of Conventional Weapons, Engines/Transmissions, Material Handling, Powertrain Components, Starters/ Alternators/Generators, Test Measurement Diagnostic Equipment, and Wire at Marine Corps Logistics Base Albany, GA. Consolidate depot maintenance of Electronic Components (Non-Airborne), Electro-Optics/Night Vision/Forward-Looking-Infrared, Generators, Ground Support Equipment, Radar, and Radio at Tobyhanna Army Depot, PA. Consolidate depot maintenance of Tactical Missiles at Letterkenny Army Depot, PA. Realign Fleet Support Division Maintenance Center Barstow and Marine Corps Logistics Base Barstow operations to increase efficiencies and reduce infrastructure.

Justification: This recommendation follows the strategy of minimizing sites using maximum capacity of 1.5 shifts while maintaining a west coast depot maintenance presence at Marine Corps Logistics Base Barstow to provide west coast operating forces with a close, responsive source for depot maintenance support. Required capacity to support workloads and core requirements for the DoD is relocated to other DoD Centers of Industrial and Technical Excellence, thereby increasing the military value of depot maintenance performed at these sites. This recommendation decreases the cost of depot maintenance operations across DoD through consolidation and elimination of 30 percent of duplicate overhead structures required to operate multiple depot maintenance activities. This recommendation supports transformation of DoD's depot maintenance operations by increasing the utilization of existing capacity by up to 150 percent while maintaining capability to support future force structure. This recommendation also results in utilization of DoD capacity to facilitate performance of interservice workload. In addition, based on present and future wartime surge projections, Marine Corps Logistics Center Barstow will establish an additional 428 thousand hours of amphibious vehicle capacity.

This recommendation along with other recommendations affecting supply and storage functions, optimizes the depot maintenance operations at Marine Corps Logistics Base Barstow.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$26.0M. The net of all costs and savings during the implementation period is a savings of \$56.5M. Annual recurring savings to the Department after implementation are

\$18.4M with an immediate payback. The net present value of the costs and savings to the Department over 20 years is a savings of \$230.6M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 796 jobs (409 direct jobs and 387 indirect jobs) over the 2006-2011 period in the Riverside-San Bernardino-Ontario, CA Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: Marine Corps Logistics Base Albany, GA, is in Attainment although Title V permit modifications will be required. There are potential impacts to cultural, archeological, or tribal resources; threatened and endangered species or critical habitat; waste management; and wetlands. Anniston Army Depot, AL, is in Attainment. There are impacts anticipated for threatened and endangered species or critical habitat. Letterkenny Army Depot, PA is in Marginal Non-attainment for Ozone (1-Hour and 8-Hour) and an Air Conformity determination is required. Tobyhanna Army Depot, PA, is in Moderate Non-attainment for Ozone (1-Hour) and an Air Conformity determination is required. No impacts are anticipated for the remaining resource areas of dredging; land use constraints or sensitive resource areas; marine mammals, resources or sanctuaries; noise; or water resources. This recommendation indicates impacts of costs at the installations, which report \$0.9M in costs for waste management and environmental compliance. These costs were included in payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management or environmental compliance activities. The aggregate environmental impacts of all the recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to implementation of this recommendation.

Recommendation for Closure Naval Support Activity Corona, CA

Recommendation: Close Naval Support Activity Corona, CA. Relocate Naval Surface Warfare Center Division Corona, CA to Naval Base Ventura County (Naval Air Station Point Mugu), CA.

Justification: The Naval Surface Warfare Center Division Corona performs three required missions for Department of the Navy (Independent Assessment Capability, Metrology and Calibration Laboratories, and Tactical Aircrew Combat Training System Ranges). It was analyzed under 11 Research, Development & Acquisition, and Test & Evaluation functions (Air Platforms Development & Acquisition; Air Platforms Test & Evaluation; Ground Vehicles Test and Evaluation; Information Systems Technology Development & Acquisition; Information Systems Technology Test & Evaluation; Sea Vehicles Development & Acquisition; Sea Vehicles Test & Evaluation; Sensors, Electronics, and Electronic Warfare Development & Acquisition; Sensors, Electronics, and Electronic Warfare Test & Evaluation; Weapons Technology Development & Acquisition; and Weapons Technology Test & Evaluation). In each functional area, Naval Surface Warfare Center Division Corona's quantitative military value scores fell in the bottom half of facilities performing the same function, and thus were reviewed for relocation and/or consolidation with like functions. The Department of the Navy determined it would lose a

critical capability if the 11 functions were relocated to a variety of locations, since this would fracture the full spectrum warfare center and independent assessment capability. Considering the overall military value and the fact that Naval Support Activity Corona was a single function facility, the Department reviewed the possibility of relocating the Naval Surface Warfare Center functions to a multi-functional location with the capability to host these functions. Relocation of Naval Surface Warfare Center Division Corona to Naval Air Station Point Mugu collocates it with other Research, Development & Acquisition, and Test & Evaluation activities and with fleet assets at Naval Air Station Point Mugu. This consolidation of space will provide a more efficient organization with greater synergies and increased effectiveness.

Relocation of Naval Surface Warfare Center Division Corona Research, Development & Acquisition, and Test & Evaluation functions to Naval Air Station Point Mugu removes the primary mission from Naval Support Activity Corona and eliminates or moves the entirety of the workforce at Naval Support Activity Corona except for those personnel associated with the base operations support function. As a result, retention of Naval Support Activity Corona is no longer necessary.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$80.2M. The net of all costs and savings to the Department during the implementation period is a cost of \$65.5M. Annual recurring savings to the Department after implementation are \$6.0M with a payback expected in 15 years. The net present value of the costs and savings to the Department over 20 years is a savings of \$0.4M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,796 jobs (892 direct jobs and 904 indirect jobs) over the 2006-2011 period in the Riverside-San Bernardino-Ontario, CA, Metropolitan Statistical Area, which is 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: Naval Air Station Point Mugu, CA, is in Severe Non-attainment for Ozone (1-Hour) but no Air Conformity Determination will be required. There are potential impacts for cultural, archeological, or tribal resources; threatened and endangered species; waste management and wetlands. No impacts are anticipated for dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise or water resources. This recommendation indicates impacts of costs at the installations involved, which reported \$410 thousand in costs for waste management and environmental compliance. These costs were included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management or environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Recommendation for Closure Naval Weapons Station Seal Beach Detachment, Concord, CA

Recommendation: Close the Inland area of Naval Weapons Station Seal Beach Detachment, Concord CA, except retain such property and facilities as are necessary to support operations in the Tidal area of Naval Weapons Station Seal Beach Detachment Concord. The Tidal area of Naval Weapons Station Seal Beach Detachment Concord, along with the retained portion of the Inland area, shall be transferred to the Army.

Justification: While Department of the Navy weapons stations have no excess capacity for loading and distribution of munitions, there is an excess of munitions storage capacity. Because of the departure of Fleet units from the San Francisco area in the 1990s, Naval Weapons Station Seal Beach Detachment Concord's Inland magazine field has been in a reduced operating status since 1999. At that time, the Inland area was retained in an effort to minimize risk should a future need develop to expand storage capacity. The Explosive Safety Quantity Distance arcs in the Inland area were available to allow safe, temporary holding of railcars with munitions destined for loading by the Army-managed Marine Ocean Terminal Concord (at the Tidal area) during high tempo operations. After consultation with Combatant Commanders, the Army Material Command and the Army component of the U.S. Transportation Command, the Department of the Navy has concluded this capability is no longer necessary. The Inland area is excess to Department of the Navy/DoD needs and is severable. The closure of the Inland area, therefore, will save money and have no impact on mission capability. The City of Concord requested closure of both the Inland and Tidal portions of Naval Weapons Station Seal Beach Detachment Concord. Munitions loading requirements preclude closing the Tidal area but the Inland area is excess and may be closed. Because Tidal area operations are in support of the Army component of the U.S. Transportation Command, transfer of the property to the Army aligns the property holder with the property user.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$14.0M. The net of all costs and savings to the Department during the implementation period is a savings of \$43.2M. Annual recurring savings to the Department after implementation are \$16.4M with a payback expected in one year. The net present value of the costs and savings to the Department over 20 years is a savings of \$199.7M.

Economic Impact on Communities: This recommendation will not result in any job reductions (direct or indirect) over the 2006-2011 period in the Oakland-Fremont-Hayward, CA, Metropolitan Division economic area. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I. Section 2: Recommendations – Navy and Marine Corps DoN - 10

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: Naval Weapons Station Seal Beach Detachment Concord, CA, is in Extreme Non-attainment for Ozone (1-Hour) but no Air Conformity Determination will be required. There are potential impacts for cultural, archeological, or tribal resources; threatened and endangered species or critical habitat; and wetlands that may impact new construction. No impacts are anticipated for dredging, land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; waste management or water resources. This

recommendation indicates impacts of costs at the installation involved, which indicated \$0.3M in costs for waste management and environmental compliance. These costs were included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management, or environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Recommendation for Closure and Realignment Naval Station Ingleside, TX and Naval Air Station Corpus Christi, TX

Recommendation: Close Naval Station Ingleside, TX. Relocate its ships along with dedicated personnel, equipment and support to Naval Station San Diego, CA. Relocate the ship intermediate repair function to Shore Intermediate Maintenance Activity San Diego, CA. Consolidate Mine Warfare Training Center with Fleet Anti-submarine Warfare Training Center San Diego, CA. Realign Naval Air Station Corpus Christi, TX. Relocate Commander Mine Warfare Command and Commander Mobile Mine Assembly Group to Fleet Anti-Submarine Warfare Center, Point Loma, CA. Relocate Helicopter Mine Countermeasures Squadron 15 (HM-15) and dedicated personnel, equipment and support to Naval Station Norfolk, VA. Disestablish Commander Helicopter Tactical Wing U.S. Atlantic Fleet Aviation Intermediate Maintenance Detachment Truax Field at Naval Air Station Corpus Christi, TX and relocate its intermediate maintenance function for Aircraft Components, Fabrication & Manufacturing, and Support Equipment to Fleet Readiness Center Mid-Atlantic Site Norfolk, VA.

Justification: This recommendation moves mine warfare surface and aviation assets to major fleet concentration areas and reduces excess capacity. Gulf Coast presence can be achieved as needed with available Navy ports at Naval Air Station Key West, FL, and Naval Air Station Pensacola, FL. The Minehunter Coastal ships at Naval Station Ingleside are scheduled for decommissioning between FY 2006 and FY 2008 and will not relocate. Additionally, U.S. Coast Guard presence is expected to remain in the Gulf Coast region. Relocation of Commander Mine Warfare Command and the Mine Warfare Training Center to San Diego, CA, creates a center of excellence for Undersea Warfare, combining both mine warfare and anti-submarine warfare disciplines. This reorganization removes the Mine Warfare community from a location remote from the fleet thereby better supporting the shift to organic mine warfare. This recommendation also supports mission elimination at Shore Intermediate Maintenance Activity Naval Reserve Maintenance Facility Ingleside, TX, and Aviation Intermediate Maintenance Detachment Truax Field at Naval Air Station Corpus Christi and reduces excess repair capacity. The relocation of Helicopter Mine Countermeasures Squadron 15 (HM-15) to Naval Station Norfolk single sites all Mine Warfare Aircraft in a fleet concentration area. This location better supports the HM-15 mission by locating them closer to the C-5 transport Air Port of Embarkation for overseas employment and mine countermeasures ship and helicopter coordinated exercises.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$178.4M. The net of all costs and savings to the Department during the implementation period is a savings of \$100M. Annual recurring savings to the Department after implementation are \$75.6M with a payback expected in two years. The net present value of the costs and savings to the Department over 20 years is a savings of \$822.2M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 6,864 jobs (3,184 direct jobs and 3,680 indirect jobs) over the 2006-2011 period in the Corpus Christi, TX, Metropolitan Statistical Area, which

is 3.1 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: Naval Station San Diego, CA, is in Maintenance for Ozone (1-Hour), but an Air Conformity Determination is not required. There are potential impacts for dredging and wetlands. Anti-Submarine Warfare Center Point Loma is in Maintenance for Ozone (1-Hour), but an Air Conformity Determination will not be required. There are potential impacts to the resource areas of land use constraints or sensitive resources. Naval Station Norfolk, VA is in Maintenance for Ozone (1-Hour) and Marginal Non-attainment for Ozone (8-Hour) and no Air Conformity Determination is required. No impacts are anticipated regarding the other resource areas of cultural, archeological, or tribal resources; marine mammals, resources, or sanctuaries; noise; threatened and endangered species; waste management; or water resources. This recommendation indicates impacts of costs at the installations involved, which reported \$1.0M in costs for waste management and environmental compliance. These costs were included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management or environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Recommendation for Closure Engineering Field Division/Activity

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

Justification: This recommendation enhances the Navy's long-standing initiative to accomplish common management and support on a regionalized basis by consolidating and collocating Naval Facilities commands with the installation management Regions in Jacksonville, FL, Great Lakes, IL and Norfolk, VA. This collocation aligns management concepts and efficiencies and may allow for further consolidation in the future. Naval Facilities Engineering Field Division South, Naval Facilities Engineering Field Activity Northeast and Navy Crane Center are located in leased space, and this recommendation will achieve savings by moving from leased space to government-owned space. Naval Facilities Engineering Command is undergoing organizational transformation, and this recommendation facilitates the evolution of organizational alignment. This recommendation will result in an increase in the average military value for the remaining Naval Facilities Engineering Field Division/Engineering Field Activity activities, and it relocates the Navy Crane Center to a site with functional synergy.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$37.9M. The net of all costs and savings during the implementation period is a cost of \$9.1M. Annual recurring savings to the Department after implementation are \$9.3M with a payback expected in four years. The net present value of the costs and savings to the Department over 20 years is a savings of \$81.8M.

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

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

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

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: Naval Air Station Jacksonville, FL is in Maintenance for Ozone (1-Hour) and Attainment for all other criteria pollutants. No Air Conformity determination will be required. There are potential impacts for cultural, archeological and tribal resources; and wetlands. Naval Station Great Lakes, IL is in Severe Non-Attainment for Ozone (1-Hour) and Moderate Non-Attainment for Ozone (8-Hour). An Air Conformity Determination is not required. Naval Shipyard Norfolk, VA is in Maintenance for Ozone (1-Hour) and Marginal Non-Attainment for Ozone (8-Hour). An Air Conformity Determination is not required. Water Resources will be impacted. There are no anticipated impacts for air quality; dredging; land use constraints or sensitive resource areas; marine mammals, resources or sanctuaries; noise; threatened and endangered species or critical habitat; waste management; or water resources. This recommendation indicates impacts of costs at the installations involved, which reported \$0.008M in costs for environmental compliance. These costs were included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management or environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Recommendation for Closure Navy and Marine Corps Reserve Centers

Recommendation: Close Navy Marine Corps Reserve Center Encino, CA and relocate the Marine Corps units to Marine Corps Reserve Center Pasadena, CA.

Close Navy Marine Corps Reserve Center Moundsville, WV and relocate the Marine Corps units to Navy Marine Corps Reserve Center Pittsburgh, PA.

Close Navy Marine Corps Reserve Center Reading, PA and relocate the Navy and Marine Corps units to Navy Marine Corps Reserve Centers Lehigh Valley, PA.

Close Navy Marine Corps Reserve Center Los Angeles, CA and relocate the Navy and Marine Corps units to Armed Forces Reserve Center Bell, CA.

Close Navy Marine Corps Reserve Center Akron, OH and Navy Reserve Center Cleveland, OH and relocate the Navy and Marine Corps units to Armed Forces Reserve Center Akron, OH.

Close Navy Marine Corps Reserve Center Madison, WI, Navy Reserve Center Lacrosse, WI and Navy Reserve Center Dubuque, IA and relocate the Navy and Marine Corps units to Armed Forces Reserve Center Madison, WI.

Close Navy Marine Corps Reserve Center Baton Rouge, LA and relocate the Marine Corps units to Armed Forces Reserve Center Baton Rouge, LA.

Close Navy Marine Corps Reserve Center Tulsa, Ok and relocate the Navy and Marine Corps units to Armed Forces Reserve Center Broken Arrow, OK.

Close Navy Marine Corps Reserve Center Mobile, AL and relocate the Marine Corps units to Armed Forces Reserve Center Mobile, AL.

Close Inspector-Instructor West Trenton, NJ and relocate Marine Corps reserve units and support staff to Navy Reserve Center Ft. Dix, NJ.

Close Inspector-Instructor Rome, GA, and relocate Marine Corps reserve units and support staff to Navy Marine Corps Reserve Center Atlanta, GA.

Justification: This recommendation will reduce excess capacity through the consolidation of 12 Navy Reserve Centers and Navy Marine Corps Reserve Centers with other reserve centers in the effected areas or into Armed Forces Reserve Centers. Nine of 12 of the reserve center closures are joint actions with the Department of the Army that support relocation into Armed Forces Reserve Centers. This recommendation will also relocate two Inspector-Instructor activities to existing reserve facilities aboard active duty bases. Sufficient capacity for drilling reserves is maintained throughout the United States, and all states will continue to have at least one Navy/Navy Marine Corps Reserve Center. This recommendation reduces excess capacity in the Department of the Navy reserve center functional area, but existing capacity in support of the Department of the Navy Reserve component continues to be in excess of force structure requirements. This recommendation is part of the closure of 37 Department of the Navy reserve centers, which includes 35 Navy centers (Navy Reserve Centers, Navy Reserve Facilities and Navy Marine Corps Reserve Centers) and two Marine Corps centers (Inspector-Instructor activities). The closure of 35 Navy centers will result in a capacity reduction of 12.7 percent of total current square footage. The closure of two Marine Corps centers will result in a capacity reduction of 5.5 percent of total current square footage.

Payback: The total estimated one time cost to the Department of Defense to implement the closure of Navy Marine Corps Reserve Center Encino, CA, is \$0.1M. The net of all costs and savings during the implementation period is a savings of \$4.6M. Annual recurring savings to the Department after implementation are \$0.8M with an immediate payback. The net present value of the costs and savings to the Department over 20 years is a savings of \$12.3M.

The total estimated one time cost to the Department of Defense to implement the closure of Navy Marine Corps Reserve Center Moundsville, WV, is \$0.2M. The net of all costs and savings to the Department during the implementation period is a savings of \$4.7M. Annual recurring savings to the Department after implementation are \$0.9M with an immediate payback. The net present value of the costs and savings to the Department over 20 years is a savings of \$13.0M.

The total estimated one time cost to the Department of Defense to implement the closure of Navy Marine Corps Reserve Center Reading, PA, is \$9.1M. The net of all costs and savings to the Department during the implementation period is a cost of \$5.0M. Annual recurring savings to the Department after implementation are \$1.0M with a payback expected in 12 years. The net present value of the costs and savings to the Department over 20 years is a savings of \$4.1M.

The total estimated one time cost to the Department of Defense to implement the closure of Navy Marine Corps Reserve Center Los Angeles, CA, is \$12.2M. The net of all costs and savings to the Department during the implementation period is a cost of \$8.0M. Annual recurring savings to the Department after implementation are \$0.9M with a payback expected in 18 years. The net present value of the costs and savings to the Department over 20 years is a savings of \$0.5M.

The total estimated one time cost to the Department of Defense to implement the closure of Navy Marine Corps Reserve Center Akron, OH, and Navy Reserve Center Cleveland, OH, is \$11.8M. The net of all costs and savings to the Department during the implementation period is a cost of \$4.2M. Annual recurring savings to the Department after implementation are \$1.7M with a payback expected in 7 years. The net present value of the costs and savings to the Department over 20 years is a savings of \$11.8M.

The total estimated one time cost to the Department of Defense to implement the closure of Navy Marine Corps Reserve Center Madison, WI and Navy Reserve Center Lacrosse, WI, and Navy Reserve Center Dubuque, IA, is \$10.2M. The net of all costs and savings during the implementation period is a cost of \$3.7M. Annual recurring savings to the Department after implementation are \$1.8M with a payback expected in 6 years. The net present value of the costs and savings to the Department over 20 years is a savings of \$13.6M.

The total estimated one time cost to the Department of Defense to implement the closure of Navy Marine Corps Reserve Center Baton Rouge, LA, is \$3.9M. The net of all costs and savings to the Department during the implementation period is a savings of \$0.9M. Annual recurring savings to the Department after implementation are \$1.0M with a payback expected in 3 years. The net present value of the costs and savings to the Department over 20 years is a savings of \$10.2M.

The total estimated one time cost to the Department of Defense to implement the closure of Navy Marine Corps Reserve Center Tulsa, OK, is \$5.5M. The net of all costs and savings to the Department during the implementation period is a cost of \$3.7M. Annual recurring savings to the Department after implementation are \$0.5M with a payback expected in 14 years. The net present value of the costs and savings to the Department over 20 years is a savings of \$1.1M.

The total estimated one time cost to the Department of Defense to implement the closure of Navy Marine Corps Reserve Center Mobile, AL, is \$8.0M. The net of all costs and savings to the Department during the implementation period is a cost of \$4.6M. Annual recurring savings to the Department after implementation are \$0.7M with a payback expected in 12 years. The net present value of the costs and savings to the Department over 20 years is a savings of \$2.4M.

The total estimated one time cost to the Department of Defense to implement the closure of Inspector-Instructor West Trenton, NJ, is \$1.3M. The net of all costs and savings to the Department during the implementation period is a savings of \$1.4M. Annual recurring savings to the Department after the implementation period are \$0.5M with a payback expected in 3 years. The net present value of the costs and savings to the Department over 20 years is a savings of \$5.9M.

The total estimated one time cost to the Department of Defense to implement the closure of Inspector-Instructor Rome, GA, is \$0.05M. The net of all costs and savings to the Department during the implementation period is a savings of \$0.6M. Annual recurring savings to the Department after implementation are \$0.1M with an immediate payback. The net present value of the costs and savings to the Department over 20 years is a savings of \$1.9M.

Economic Impact on Communities: Assuming no economic recovery, the closure of Navy Marine Corps Reserve Center Encino, CA will result in a maximum potential reduction of 12 jobs (8 direct jobs and 4 indirect jobs) over the 2006-2011 period in the Los Angeles-Long Beach-Glendale, CA, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, the closure of Navy Marine Corps Reserve Center Moundsville, WV, will result in a maximum potential reduction of 21 jobs (16 direct jobs and 5 indirect jobs) over the 2006-2011 period in the Wheeling, WV-OH, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, the closure of Navy Marine Corps Reserve Center Reading, PA, could result in a maximum potential reduction of 25 jobs (18 direct jobs and 7 indirect jobs) over the 2006-2011 period in the Reading, PA, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

The closure of Navy Marine Corps Reserve Center Los Angeles, CA, will not result in any job reductions (direct or indirect) over the 2006-2011 period in the Los Angeles-Long Beach-Glendale, CA, Metropolitan Division. Navy Marine Corps Reserve Center Los Angeles and Armed Forces Reserve Center Bell are in the same Metropolitan Division.

Assuming no economic recovery, the closure of Navy Marine Corps Reserve Center Akron, OH, and Navy Reserve Center Cleveland, OH will result in a maximum potential reduction of 34 jobs (25 direct jobs and 9 indirect jobs) over the 2006-2011 period in Cleveland-Elyria-Mentor, OH, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment. Navy Marine Corps Reserve Center Akron and Armed Forces Reserve Center Akron are in the same Metropolitan Statistical Area.

Assuming no economic recovery, the closure of Navy Marine Corps Reserve Center Madison, WI, and Navy Reserve Center Lacrosse, WI, and Navy Reserve Center Dubuque, IA, will result Section 2: Recommendations – Navy and Marine Corps DoN - 33 in a maximum potential reduction of 9 jobs (7 direct jobs and 2 indirect jobs) over the 2006-2011 period in the LaCrosse, WI-MN, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, the closure of Navy Marine Corps Reserve Center Madison, WI, and Navy Reserve Center Lacrosse, WI and Navy Reserve Center Dubuque, IA, will result in a maximum potential reduction of 32 jobs (24 direct jobs and 8 indirect jobs) over the 2006- 2011

period in the Dubuque, IA, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment. Navy Marine Corps Reserve Center Madison and Armed Forces Reserve Center Madison are in the same Metropolitan Statistical Area.

Assuming no economic recovery, the closure of Navy Marine Corps Reserve Center Baton Rouge, LA, will result in a maximum potential reduction of 10 jobs (7 direct jobs and 3 indirect jobs) over the 2006-2011 period in the Baton Rouge, LA, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

The closure of Navy Marine Corps Reserve Center Tulsa, OK, will not result in any job reductions (direct or indirect) over the 2006-2011 period in the Tulsa, OK, Metropolitan Statistical Area. Navy Marine Corps Reserve Center Tulsa and Armed Forces Reserve Center Broken Arrow are in the same Metropolitan Statistical Area.

Assuming no economic recovery, the closure of Navy Marine Corps Reserve Center Mobile, AL, will result in a maximum potential reduction of 7 jobs (5 direct jobs and 2 indirect jobs) over the 2006-2011 period in the Mobile, AL, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment. Navy Marine Corps Reserve Center Mobile and Armed Forces Reserve Center Mobile are in the same Metropolitan Statistical Area.

Assuming no economic recovery, the closure of Inspector-Instructor West Trenton, NJ, could result in a maximum potential reduction of 16 jobs (12 direct jobs and 4 indirect jobs) over the 2006-2011 period in the Trenton-Ewing, NJ, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, the closure of Inspector-Instructor Rome, GA, could result in a maximum potential reduction of 12 jobs (9 direct jobs and 3 indirect jobs) over the 2006-2011 period in the Rome, GA, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

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

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: This recommendation has no impact on air quality; cultural, archeological, or tribal resources; dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; threatened or endangered species or critical habitat; waste management; water resources; or wetlands. This recommendation indicates impacts of costs at the installations involved, which reported \$0.1M in costs for environmental compliance activities. These costs were included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management, or environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Air Force

Beale Air Force Base, CA, and Selfridge Air National Guard Base, MI

Recommendation: Realign Beale Air Force Base, CA. The 940th Air Refueling Wing (AFR) will realign its KC-135R tanker aircraft while its expeditionary combat support (ECS) elements will remain in place. Beale's KC-135R aircraft will be distributed to the Air National Guard at Selfridge ANGB, MI (four aircraft) and 134th Air Refueling Wing (ANG), McGhee-Tyson Airport Air Guard Station, TN (four aircraft). Realign Selfridge Air Reserve Base, MI. The 927th Air Refueling Wing (AFR) at Selfridge will distribute its eight KC-135 aircraft to the 127th Wing (ANG) at Selfridge. The 127th Wing will retire its 15 F-16 aircraft and eight C-130E aircraft, and will convert to A-10 and KC-135R aircraft.

Justification: This recommendation capitalizes on Beale's (7-C2ISR and 33-UAV) high military value and emerging Global Hawk unmanned aerial vehicle (UAV) mission. Realigning KC-135 force structure enables Beale to have one primary operational flying mission--manned and unmanned high altitude reconnaissance, balances the Reserve and Air National Guard KC-135 force structure, and retains reserve component manpower and experience for the new Global Hawk mission. The receiver locations for Beale's tankers--Selfridge (57) and McGhee-Tyson (74)--each have above average military value for reserve component bases in the tanker mission. Beale's more modern KC-135R aircraft will replace the older, higher maintenance KC-135E models at McGhee-Tyson and help increase the new ANG tanker mission at Selfridge to an effective-size of 12 aircraft. The resulting KC-135R increase at Selfridge and McGhee-Tyson robusts the tanker force structure into squadron sizes that are more operationally effective.

As a reserve component base, Selfridge ANGB has above average military value as both a tanker installation (57) and fighter installation (70) as rated for those respective mission areas. This recommendation streamlines operations at Selfridge ANGB by realigning the Reserve air refueling mission, currently operating as a tenant unit, and divesting the ANG wing of its retiring force structure. The ANG wing's older, less capable C-130E and F-16 aircraft will retire and be replaced with Reserve KC-135R aircraft from Selfridge and Beale, and 15 A-10 aircraft realigned by the recommended closures of W.K. Kellogg Airport Air Guard Station, MI, and NAS Willow Grove, PN. Reorganizing the flying operations under one component (ANG) will maximize organizational effectiveness and allow the installation to accommodate two effectively sized squadrons. The 927th Air Refueling Wing will realign to associate with the 6th Air Mobility Wing at MacDill Air Force Base, FL, to capture reserve experience in the region and enhance that unit's capability.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$45.4M. The net of all costs and savings to the Department during the implementation period is a cost of \$34.6M. Annual recurring savings after implementation are \$3.9M, with a payback expected in 14 years. The net present value of the cost and savings to the Department over 20 years is a savings of \$6.4M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 312 jobs (179 direct jobs and 133 indirect jobs) over 2006-2011 period in the Yuba City, CA, Metropolitan Statistical economic area, which is 0.5 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 52 jobs (18 direct jobs and 34 indirect jobs) over 2006-2011 period in the Warren-Farmington Hills-Troy, MI, economic area, which is less than 0.1 percent of economic area employment.

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

Community Infrastructure Assessment: A review of the community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; or marine mammals, resources, or sanctuaries. Impacts of costs include \$0.3M in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation has been reviewed. There are no known environmental impediments to the implementation of this recommendation.

March Air Reserve Base, CA

Recommendation: Realign March Air Reserve Base, CA. The 163d Air Refueling Wing (ANG) will distribute its nine KC-135R aircraft to the 452d Air Mobility Wing (AFR), March Air Reserve Base (four aircraft); the 157th Air Refueling Wing (ANG), Pease International Tradeport Air Guard Station, NH (three aircraft); the 134th Air Refueling Wing (ANG), McGhee-Tyson Airport Air Guard Station, TN (one aircraft); and the 22d Air Refueling Wing, McConnell Air Force Base, KS (one aircraft). The 163d Air Refueling Wing's expeditionary combat support (ECS) will remain in place.

Justification: This recommendation realigns aircraft and organizationally optimizes March Air Reserve Base. With the highest military value (16) of all air reserve component bases for the tanker mission, March Air Reserve Base is retained and streamlined from two wing organizational structures to one reserve component flying mission with a more effectively sized KC-135 unit of 12 aircraft. This action distributes the remaining Air National Guard force structure at March to the higher-ranking active installation, McConnell (15), and two ANG installations, McGhee-Tyson (74) and Pease (105). McGhee-Tyson, though rated lower in military value, receives one aircraft due to military judgment to robust the squadron to a more effective size of 12 aircraft. Military judgment also placed additional force structure at Pease to support the Northeast Tanker Task Force and also robust the squadron to a more effective size of 12 aircraft. All receiver installations are increased in operational capability with the additional aircraft because of their proximity to air refueling missions. March's ECS remains in place to support the Air Expeditionary Force and to retain trained and experienced Air National Guard personnel.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$10.8M. The net of all costs and savings to the Department during the

implementation period is a cost of \$1.9M. Annual recurring savings to the Department after implementation are \$1.8M, with a payback expected in five years. The net present value of the cost and savings to the Department over 20 years is a savings of \$15.5M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 201 jobs (111 direct jobs and 90 indirect jobs) over 2006-2011 period in the Riverside-San Bernardino-Ontario, CA, Metropolitan Statistical economic area, which is 0.01 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of the community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; or marine mammals, resources, or sanctuaries. Impacts of costs include \$0.4M in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Onizuka Air Force Station, CA

Recommendation: Close Onizuka Air Force Station, CA. Relocate the Air Force Satellite Control Network (AFSCN) mission and tenant Defense Information Systems Agency (DISA) Defense Satellite Communication System (DSCS) mission and equipment to Vandenberg Air Force Base, CA.

Justification: This recommendation consolidates satellite command and control operations while reducing excess infrastructure. Onizuka AFS (124) hosts the AFSCN Second Node and scheduling backup mission, but has no primary assigned Air Force Space Command operational mission. Onizuka AFS also supports classified tenant missions that are anticipated to phase out during the BRAC 2005 timeframe. Schriever Air Force Base, CO (1) ranked highest in military value for satellite operations, but hosts the AFSCN Primary Node. Vandenberg Air Force Base (2) currently hosts one of the AFSCN remote tracking stations. An Air Force Space Command policy directive on backup satellite control operations prescribes the requirements for backup operations and geographical separation to preclude simultaneous degradation of both primary and secondary nodes from natural or man-made threats. During major command capacity briefings to Headquarters Air Force, Onizuka AFS was identified as having seismic and antiterrorism/ force protection constraints, with no buildable land to mitigate these. Vandenberg Air Force Base offers better protection for the DSCS Sun East and Sun West antenna complexes, which are designated a Protection-Level 1 resource.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$123.7M. The net of all costs and savings to the Department during the

implementation period is a cost of \$45.3M. Annual recurring savings to the Department after implementation are \$25.9M, with a payback expected in five years. The net present value of the cost and savings to the Department over 20 years is a savings of \$211.0M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 393 jobs (278 direct jobs and 115 indirect jobs) over the 2006-2011 period in the San Jose-Sunnyvale-Santa Clara, CA, Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; threatened and endangered species or critical habitat; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; marine mammals, resources, or sanctuaries; noise; waste management; or water resources. Impacts of costs include \$0.04M in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Reno-Tahoe International Airport Air Guard Station, NV

Recommendation: Realign Reno-Tahoe International Airport Air Guard Station, NV. Distribute the eight C-130H aircraft of the 152d Airlift Wing (ANG) to the 189th Airlift Wing (ANG), Little Rock Air Force Base, AR. Flying related Expeditionary Combat Support (ECS) moves to Channel Islands Air Guard Station, CA (aerial port), and Fresno Air Guard Station, CA (fire fighters). The remaining ECS elements and the Distributed Common Ground System (DCGS) remain in place.

Justification: This recommendation distributes C-130 force structure to a higher military value base. Because of limitations to land and ramp space, Reno was unable to expand beyond 10 C-130s. This recommendation realigns Reno's (101) C-130s to the Air National Guard at Little Rock Air Force Base (17), where a larger, more effective squadron size is possible. This larger squadron at Little Rock also creates the opportunity for an association between active duty and the Air National Guard, optimizing aircraft utilization.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$22.9M. The net of all costs and savings to the Department during the implementation period is a cost of \$12.2M. Annual recurring savings to the Department after implementation are \$3.6M, with a payback expected in 9 years. The net present value of the cost and savings to the Department over 20 years is a savings of \$22.7M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 263 jobs (147 direct jobs and 116 indirect jobs)

over the 2006-2011 period in the Reno-Sparks, NV, Metropolitan Statistical economic area, which is 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support forces, missions and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; or marine mammals, resources, or sanctuaries. Impacts of costs include \$0.09M in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Pope Air Force Base, NC, Pittsburgh International Airport Air Reserve Station, PA, and Yeager Air Guard Station, WV

Recommendation: Realign Pope Air Force Base (Air Force Base), NC. Distribute the 43d Airlift Wing's C-130E aircraft (25 aircraft) to the 314th Airlift Wing, Little Rock Air Force Base, AR; realign the 23d Fighter Group's A-10 aircraft (36 aircraft) to Moody Air Force Base, GA; transfer real property accountability to the Army; disestablish the 43rd Medical Group and establish a medical squadron. At Little Rock Air Force Base, AR, realign eight C-130E aircraft to backup inventory; retire 27 C-130Es; realign one C-130J aircraft to the 143d Airlift Wing (ANG), Quonset State Airport Air Guard Station, RI; two C-130Js to the 146th Airlift Wing (ANG), Channel Islands Air Guard Station, CA; and transfer four C-130Js from the 314th Airlift Wing (AD) to the 189th Airlift Wing (ANG), Little Rock Air Force Base.

Realign Yeager Airport Air Guard Station (AGS), WV, by realigning eight C-130H aircraft to Pope/Fort Bragg to form a 16 aircraft Air Force Reserve/active duty associate unit, and by relocating flying-related expeditionary combat support (ECS) to Eastern West Virginia Regional Airport/Shepherd Field AGS (aerial port and fire fighters). Close Pittsburgh International Airport (IAP) Air Reserve Station (ARS), PA, and relocate 911th Airlift Wing's (AFRC) eight C-130H aircraft to Pope/Fort Bragg to form a 16 aircraft Air Force Reserve/active duty associate unit. Relocate AFRC operations and maintenance manpower to Pope/Fort Bragg. Relocate flight related ECS (aeromedical squadron) to Youngstown-Warren Regional APT ARS. Relocate all remaining Pittsburgh ECS and headquarters manpower to Offutt Air Force Base, NE. Air National Guard units at Pittsburgh are unaffected.

Justification: Downsizing Pope Air Force Base takes advantage of mission-specific consolidation opportunities to reduce operational costs, maintenance costs and the manpower footprint. The smaller manpower footprint facilitates transfer of the installation to the Army. Active duty C-130s and A-10s will move to Little Rock (17-airlift) and Moody (11-SOF/CSAR), respectively, to consolidate force structure at those two bases and enable Army recommendations at Pope. At Little Rock, older aircraft are retired or converted to back-up inventory and J-model

C-130s are aligned under the Air National Guard. Little Rock grows to become the single major active duty C-130 unit, streamlining maintenance and operation of this aging weapon system. At Pope, the synergistic, multi-service relationship will continue between Army airborne and Air Force airlift forces with the creation of an active duty/Reserve associate unit. The C-130 unit remains as an Army tenant on an expanded Fort Bragg. With the disestablishment of the 43rd Medical Group, the AF will maintain the required manpower to provide primary care, flight and occupational medicine to support the Air Force active duty military members. The Army will maintain the required manpower necessary to provide primary care, flight, and occupational medicine to support the Army active duty military members. The Army will provide ancillary and specialty medical services for all assigned Army and Air Force military members (lab, x-ray, pharmacy, etc).

The major command's capacity briefing reported Pittsburgh ARS land constraints prevented the installation from hosting more than 10 C-130 aircraft and Yeager AGS cannot support more than eight C-130s. Careful analysis of mission capability indicates that it is more appropriate to robust the proposed airlift mission at Fort Bragg to an optimal 16 aircraft C-130 squadron, which provides greater military value and offers unique opportunities for Jointness.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$218.1M. The net of all costs and savings to the Department during the implementation period is a savings of \$652.5M. Annual recurring savings to the Department after implementation are \$197.0M, with an immediate payback expected. The net present value of the cost and savings to the Department over 20 years is a savings of \$2,515.4M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 7,840 jobs (4,700 direct jobs and 3,140 indirect jobs) over the 2006-2011 period in the Fayetteville, NC, Metropolitan Statistical economic area, which is 4.0 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 246 jobs (156 direct jobs and 90 indirect jobs) over the 2006-2011 period in the Charleston, WV, Metropolitan Statistical economic area, which is 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 581 jobs (322 direct jobs and 259 indirect jobs) over the 2006-2011 period in the Pittsburgh, PA, Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment.

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

Community Infrastructure Assessment: A review of the community attributes indicates no issues regarding the ability of the infrastructure of the communities to support forces, missions and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts

to dredging; or marine mammals, resources, or sanctuaries. Impacts of costs include \$1.3M in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Hill Air Force Base, UT, Edwards Air Force Base, CA, Mountain Home Air Force Base, ID, Luke Air Force Base, AZ, and Nellis Air Force Base, NV

Recommendation: Realign Hill Air Force Base, UT. Distribute the 419th Fighter Wing F-16s to the 482d Fighter Wing, Homestead Air Reserve Base, FL (six aircraft) and the 301st Fighter Wing, Naval Air Station Joint Reserve Base Fort Worth, TX (nine aircraft). The AFMC F-16s at Hill will remain in place. Realign Edwards Air Force Base, CA; Mountain Home Air Force Base, ID; and Luke Air Force Base, AZ, by relocating base-level LANTIRN intermediate maintenance to Hill, establishing a Centralized Intermediate Repair Facility (CIRF) for Low Altitude Navigation and Targeting Infrared for Night (LANTIRN) pods at Hill. Realign Naval Air Station Joint Reserve Base Fort Worth, TX, and Nellis Air Force Base, NV, by relocating base-level F110 engine intermediate maintenance to Hill, establishing a CIRF for F110 engines at Hill.

Justification: The Air Force distributed Reserve aircraft to Homestead Air Reserve Base (31) to create an optimum sized squadron that supports the homeland defense Air Sovereignty Alert mission. The remaining Reserve aircraft are distributed to the only other remaining Reserve F-16 squadron at Naval Air Station Joint Reserve Base Fort Worth (58). This laydown keeps the active/Air National Guard/ Air Force Reserve force structure mix constant. Creating CIRFs for LANTIRN pods and F110 engines establishes Hill as a maintenance workload center for these commodities. This recommendation compliments other CIRF recommendations as part of an Air Force effort to standardize stateside and deployed intermediate-level maintenance concepts, and will increase maintenance productivity and support to the warfighter.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$28.2M. The net of all costs and savings to the Department during the implementation period is a savings of \$8.2M. Annual recurring savings to the Department after implementation are \$8.1M with a payback expected in four years. The net present value of the costs and savings to the Department over 20 years is a savings of \$85.9M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 245 jobs (121 direct jobs and 124 indirect jobs) over the 2006-2011 period in the Ogden-Clearfield, UT, Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 4 jobs (2 direct jobs and 2 indirect jobs) over the 2006-2011 period in the Bakersfield, CA, Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 65 jobs (41 direct jobs and 24 indirect jobs) over the 2006-2011 period in the Mountain Home, ID, Metropolitan Statistical economic area, which is 0.5 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 53 jobs (30 direct jobs and 23 indirect jobs) over the 2006-2011 period in the Phoenix-Scottsdale-Mesa, AZ, Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 31 jobs (19 direct jobs and 12 indirect jobs) over the 2006-2011 period in the Las Vegas-Paradise, NV, Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment.

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

Community Infrastructure Assessment: A review of community attributes indicates there are no issues regarding the ability of the infrastructure of the communities to support forces, missions, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; or marine mammals, resources, or sanctuaries. Impacts of costs include \$1.0M in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.

Education and Training Joint Cross Service Group

Joint Strike Fighter Initial Joint Training Site

Recommendation: Realign Luke Air Force Base, AZ, by relocating to Eglin Air Force Base, FL, a sufficient number of instructor pilots and operations support personnel to stand up the Air Force's portion of the Joint Strike Fighter (JSF) Initial Joint Training Site, hereby established at Eglin Air Force Base, FL. Realign Marine Corps Air Station Miramar, CA, by relocating to Eglin Air Force Base, FL, a sufficient number of instructor pilots and operations support personnel to stand up the Marine Corps' portion of the JSF Initial Joint Training Site, hereby established at Eglin Air Force Base, FL. Realign Naval Air Station Oceana, VA, by relocating to Eglin Air Force Base, FL, a sufficient number of instructor pilots, operations, and maintenance support personnel to stand up the Navy's portion of the JSF Initial Joint Training Site, hereby established at Eglin Air Force Base, FL. Realign Sheppard Air Force Base, TX, by relocating to Eglin Air Force Base, FL, a sufficient number of front-line and instructor-qualified maintenance technicians and logistics support personnel to stand up the Air Force's portion of the JSF Initial Joint Training Site, hereby established at Eglin Air Force Base, FL. Realign Naval Air Station Pensacola, FL, by relocating to Eglin Air Force Base, FL, a sufficient number of front-line and instructor-qualified maintenance technicians and logistics support personnel to stand up the Department of the Navy's portion of the JSF Initial Joint Training Site hereby established at Eglin

Justification: This recommendation establishes Eglin Air Force Base, FL as an Initial Joint Training Site that teaches entry-level aviators and maintenance technicians how to safely operate and maintain the new Joint Strike Fighter (JSF) (F-35) aircraft. The Department is scheduled to take delivery of the F-35 beginning in 2008. This joint basing arrangement will allow the Interservice Training Review Organization (ITRO) process to establish a DoD baseline program in a consolidated/joint school with curricula that permit services latitude to preserve service-unique culture and a faculty and staff that brings a “Train as we fight; jointly” national perspective to the learning process.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$199.1M. The net of all costs and savings to the Department during the implementation period is a cost of \$209.6M. Annual recurring costs to the Department after implementation are \$3.3M with no payback expected. The net present value of the costs and savings to the Department over 20 years is a cost of \$226.3M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 888 jobs (392 direct jobs and 496 indirect jobs) over 2008-2011 in the Pensacola-Ferry, Pass-Brent, FL, Metropolitan Statistical Area, which is 0.4 percent of economic area employment. Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 85 jobs (48 direct jobs and 37 indirect jobs) over 2006-2011 in the Phoenix-Mesa-Scottsdale, AZ, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 82 jobs (43 direct jobs and 39 indirect jobs) over 2006-2011 in the San Diego-Carlsbad-San Marcos, CA, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 69 jobs (33 direct jobs and 36 indirect jobs) over 2006-2011 in the Virginia Beach-Norfolk-Newport News, VA-NC, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 487 jobs (295 direct jobs and 192 indirect jobs) over 2006-2011 in the Wichita Falls, TX, Metropolitan Statistical Area, which is 0.5 percent of economic area employment. The aggregate economic impact of all recommended actions on these economic regions of influence was considered.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: This recommendation may require a significant air permit revision for Eglin Air Force Base. Additional operations at Eglin Air Force Base could impact cultural, archeological, or historic sites, which would then impact operations. DoD will need to reevaluate Eglin Air Force Base noise contours as a result of the change in mission. This recommendation

will require Endangered Species Act Consultation for all T&E species at Eglin. This recommendation may require modifying the hazardous waste program and on-installation water treatment works permits. Additional operations may impact wetlands at Eglin. This recommendation has no impact on dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; or water resources. This recommendation will require approximately \$1.0M for waste management and environmental compliance activities. This cost was included in the payback calculation. This recommendation does not otherwise impact the cost of environmental restoration, waste management, or environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the bases in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Headquarters and Support Activities Joint Cross-Service Group

Consolidate Civilian Personnel Offices (CPOs) within each Military Department and the Defense Agencies

Recommendation: Realign Fort Richardson, AK, by relocating the Civilian Personnel Operations Center to Fort Huachuca, AZ, and consolidating it with the Civilian Personnel Operations Center at Fort Huachuca, AZ. Realign Rock Island Arsenal, IL, by relocating the Civilian Personnel Operations Center to Fort Riley, KS, and Aberdeen Proving Ground, MD, and consolidating with the Civilian Personnel Operations Center at Fort Riley, KS, and Aberdeen Proving Ground, MD.

Realign Human Resource Service Center-Northeast, 111 S. Independence Mall, East, Bourse Bldg, a leased installation in Philadelphia, PA, by relocating the Civilian Personnel Office to the Naval Support Activity Philadelphia, PA. Realign Human Resource Service Center-Southeast, 9110 Leonard Kimble Road, a leased installation at Stennis Space Center, MS, by relocating the Civilian Personnel Office to the Naval Support Activity Philadelphia, PA, and consolidating it with the relocated Human Resource Service Center-Northeast at the Naval Support Activity, Philadelphia, PA. Realign Human Resource Service Center-Southwest, 525 B Street, Suite 600, a leased installation in San Diego, CA, by relocating the Civilian Personnel Office to Naval Air Station North Island or Marine Corps Air Station Miramar, CA. Realign Human Resource Service Center-Pacific, 178 Main Street, Bldg 499, Honolulu, HI, by relocating the Civilian Personnel Office to the Human Resource Service Center-Northwest, 3230 NW Randall Way, Silverdale, WA, and Naval Air Station North Island or Marine Corps Air Station Miramar, CA and consolidating with the Human Resource Service Centers at Silverdale, WA and Naval Air Station North Island or Marine Corps Air Station Miramar, CA.

Realign Wright-Patterson Air Force Base, OH, by relocating the Civilian Personnel Office to Randolph Air Force Base, TX. Realign Robins Air Force Base, GA, by relocating the Civilian Personnel Office to Randolph Air Force Base, TX. Realign Hill Air Force Base, UT, by relocating the Civilian Personnel Office to Randolph Air Force Base, TX. Realign Tinker Air Force Base, OK, by relocating the Civilian Personnel Office to Randolph Air Force Base, TX. Realign Bolling Air Force Base, DC, by relocating the Civilian Personnel Office to Randolph Air Force Base, TX. Consolidate the relocated civilian personnel offices with the Civilian Personnel Office at Randolph Air Force Base, TX.

Realign 2521 Jefferson Davis Hwy, a leased installation in Arlington, VA, by relocating the transactional functions of the Defense Commissary Agency Human Resource Division and the Washington Headquarters Services Civilian Personnel Office to the Defense Logistics Agency, 3990 East Broad Street, Columbus, OH, and consolidating them with the Customer Support Office of the Defense Logistics Agency. Realign the Department of Defense Education Activity, 4040 North Fairfax Drive, a leased installation in Arlington, VA, by relocating the transactional functions of the Civilian Personnel Office to the Defense Logistics Agency 3990 East Broad Street, Columbus, OH, and consolidating them with the Customer Support Office of the Defense Logistics Agency. Realign the Defense Information Systems Agency, 701 S. Courthouse Road, Arlington, VA, by relocating the transactional functions of the Civilian Personnel Office to the Defense Finance and Accounting Service, 8899 E. 56th Street, Indianapolis, IN, and consolidating them with the Civilian Personnel Office of the Defense Finance and Accounting Service at Indianapolis, IN.

Justification: The consolidation of Civilian Personnel Offices within each Military Department and the transactional functions among the Defense Agencies reduces excess capacity, reduces the use of leased facilities, and achieves manpower savings through consolidation and elimination of duplicate functions. This recommendation supports the Administration’s urging of federal agencies to consolidate personnel services. During the implementation of this recommendation it is important to partner with the National Security Personnel System (NSPS). NSPS provides the opportunity to improve the effectiveness of the Department through a simplified personnel management system that will improve the way it hires and assigns employees. This recommendation will be an effective tool for NSPS and provide the flexibility and responsiveness that supports the implementation of this system. Since NSPS will define a new human resource system featuring streamlined hiring, simplified job changes, and a less complex classification system, it covers all functions that would be supported by Civilian Personnel Offices.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$97.5M. The net of all costs and savings to the Department of Defense during the implementation period is a cost of \$46.4M. Annual recurring savings to the Department after implementation are \$24.4M with a payback expected in four years. The net present value of the costs and savings to the Department over 20 years is a savings of \$196.7M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in maximum potential job reductions (direct and indirect) over the 2006-2011 period in the respective economic areas as listed in the table below:

Region of Influence	Total Job Reductions	Direct Job Reductions	Indirect Job Reductions	% of Economic Area Employment
Anchorage, AK Metropolitan Statistical Area	118	62	56	Less Than 0.1
Davenport-Moline-Rock Island, IA – IL Metropolitan Statistical Area	471	251	220	0.2
Dayton, OH Metropolitan Statistical Area	235	127	108	Less Than 0.1
Gulfport-Biloxi, MS Metropolitan Statistical Area	280	148	132	0.2
Honolulu, HI Metropolitan Statistical Area	136	68	68	Less Than 0.1
Ogden-Clearfield, UT Metropolitan Statistical Area	168	85	83	Less Than 0.1
Oklahoma City, OK Metropolitan Statistical Area	252	111	141	Less Than 0.1
Warner Robins, GA Metropolitan Statistical Area	155	95	60	0.2
Washington-Arlington- Alexandria, DC-VAMD-WV Metropolitan Division	643	366	277	Less Than 0.1

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

Community Infrastructure Assessment: A review of community attributes indicates: Fort Riley has a lack of graduate and PhD programs, Median House Values below the US average, a low

number of vacant rental and sale units, and a higher than average Population per Physician ratio; Aberdeen Proving Ground is 46 miles to the nearest airport; Randolph Air Force Base has Median House Values below the US Average and a Crime Rate Index 65 percent higher than the National average; DFAS Indianapolis is located more than 25 miles from the nearest airport; and DSC Columbus has a Uniform Crime Reports (UCR) Index higher than the national average. These issues do not affect the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: New Source Review permitting and air conformity analyses may be required at Aberdeen, NSA Philadelphia, NAS North Island, and MCAS Miramar. Additional operations at Randolph may impact threatened and endangered species and/or critical habitats. Significant mitigation measures to limit releases may be required at Aberdeen to reduce impacts to water quality and achieve US EPA water quality standards. Increased missions may result in additional water restrictions or mitigation requirements at Fort Huachuca. Minimal impact expected. This recommendation has no impact on cultural, archeological, or tribal resources; dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; waste management; or wetlands. This recommendation will require spending approximately \$0.2M for waste management and environmental compliance activities. This cost was included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management, or environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the bases in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Consolidate Correctional Facilities into Joint Regional Correctional Facilities

Recommendation: Realign Edwards Air Force Base, CA, Kirtland Air Force Base, NM, and Marine Corps Base Camp Pendleton, CA, by relocating the correctional function of each to Marine Corps Air Station, Miramar, CA, and consolidating them with the correctional function already at Marine Corps Air Station Miramar, CA, to form a single Level II Southwest Joint Regional Correctional Facility.

Realign Lackland Air Force Base, TX, Fort Knox, KY, and Fort Sill, OK by relocating the correctional function of each to Fort Leavenworth, KS, and consolidating them with the correctional function already at Fort Leavenworth, KS, to form a single Level II Midwest Joint Regional Correctional Facility.

Realign Naval Air Station Jacksonville, FL, and Naval Air Station Pensacola, FL, by relocating the correctional function of each to Naval Weapons Station Charleston, SC, and consolidating them with the correctional function already at Naval Weapons Station Charleston, SC, to form a single Level II Southeastern Joint Regional Correctional Facility.

Realign Naval Support Activity Norfolk, VA, Marine Corps Base Quantico, VA, and Camp LeJeune, NC, by relocating the correctional function of each and consolidating them at Naval Support Activity, Northwest Annex, Chesapeake, VA, to form a single Level II Mid-Atlantic Joint Regional Correctional Facility.

Realign Fort Lewis, WA, by relocating the management of correctional functions to Submarine Base Bangor, WA. The correctional facilities at Submarine Base Bangor, WA, and Fort Lewis, WA, will together form the Level II Northwestern Joint Regional Correctional Facility.

Justification: The Department of Defense (DoD) Correctional program exists to enforce the military justice system, ensuring the safety, security, administration, and good order and discipline of its prisoners under guidance of the Uniform Code of Military Justice (UCMJ). The UCMJ is legislation that is contained in Title 10 of the United States Code. It comprises a complete set of criminal military law and code. The DoD Correctional program currently consists of 17 DoD correctional facilities, which incorporate three facility classifications and four custody levels. There are eight Level I, eight Level II and one Level III correctional facilities. Level I is capable of providing pretrial and post-trial confinement up to 1-year. Level II is capable of providing pretrial and post-trial confinement for prisoners/inmates with sentences to confinement of five years or less and Level III provides post-trial confinement exceeding five years, one day, to include life and death sentences.

This recommendation creates five, Level II Joint Regional Correctional Facilities. The Southwest Joint Regional Correctional Facility consolidates the Naval Consolidated Brig Miramar, Marine Corps Air Station Miramar; the Edwards Confinement Facility, Edwards Air Force Base, CA; the Kirtland Confinement Facility, Kirtland Air Force Base, NM; and the Marine Corps Base Brig, Camp Pendleton Camp Pendleton to a single Level II Joint Regional Correctional Facility at Miramar. The Midwestern Joint Regional Correctional Facility consolidates the Lackland Confinement Facility, Lackland Air Force Base, TX; the Army Regional Correctional Facility, Fort Knox, KY; the Army Regional Correctional Facility, Fort Sill, OK, and the components of the US Disciplinary Barracks at Fort Leavenworth, KS, into a single Level II Joint Regional Correctional Facility at Leavenworth. The Southeastern Joint Regional Correctional Facility consolidates the Naval Consolidated Brig Charleston, Naval Weapons Station, Charleston, SC; the Waterfront Brig Jacksonville, Naval Air Station Jacksonville, FL; and the Waterfront Brig Pensacola, Naval Air Station Pensacola, FL, to a single Level II Joint Regional Correctional Facility at Charleston. The Mid-Atlantic Joint Regional Correctional Facility consolidates the Naval Brig Norfolk, Naval Support Activity, Norfolk, VA; Marine Corps Base Brig, Quantico, VA; and Marine Corps Base Brig Camp LeJeune, NC; to a single Level II Joint Regional Correctional Facility at Chesapeake. The Northwestern Joint Regional Correctional Facility consolidates the Army Regional Correctional Facility at Fort Lewis, WA and the Waterfront Brig Puget Sound, Silverdale, Submarine Base Bangor, WA, to a single Level II Joint Regional Correctional Facility with correctional facilities at both locations.

This realignment and consolidation facilitates the creation of a Joint DoD Correctional system, improves jointness, reduces footprint, centralizes joint corrections training; builds new facilities which will provide significant improvements in terms of safety, security, efficiency and costs. Within this construct, policies and operations become standardized, facilities modernized, ultimately reducing manpower and decreasing operational costs through economies of scale. The construction of new facilities provides the opportunity to eliminate or dramatically reduce operational and maintenance costs of older inefficient facilities in addition to facilitating accreditation by the American Corrections Association (ACA). Additionally, reengineering efforts may provide an opportunity to eliminate redundancy in treatment programs, create a DoD versus military service specific Clemency and Parole Board and a Joint Enterprise for common functions; benefits not captured through the Cost of Base Realignment and Closure Actions (COBRA). This recommendation is designed to confine inmates/prisoners based on sentence length, geographical location and rehabilitation/treatment programs. The skills and expertise developed by military correctional specialists and personnel in operating confinement facilities

are critical in operating detention camps (enemy prisoners of war) during the current global war on terrorism and future military conflicts.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$178.8M. The net of all costs and savings to the Department of Defense during the implementation period is a cost of \$149.4M. Annual recurring savings to the Department of Defense after implementation are \$14.6M with a payback expected in 16 years. The net present value of the costs and savings to the Department of Defense over 20 years is a savings of \$2.3M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 23 jobs (12 direct and 11 indirect jobs) over the 2006-2011 periods in the Bakersfield, CA Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 22 jobs (12 direct and 10 indirect jobs) over the 2006-2011 periods in the Albuquerque, NM Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 122 jobs (64 direct and 58 indirect jobs) over the 2006-2011 periods in the San Diego-Carlsbad-San Marcos, CA Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 2 jobs (1 direct and 1 indirect job) over the 2006-2011 periods in the Bremerton-Silverdale, WA Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 17 jobs (9 direct and 8 indirect jobs) over the 2006-2011 periods in the San Antonio, TX Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 204 jobs (123 direct and 81 indirect jobs) over the 2006-2011 periods in the Lawton, OK Metropolitan Statistical Area, which is 0.3 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 169 jobs (105 direct and 64 indirect jobs) over the 2006-2011 periods in the Elizabethtown, KY Metropolitan Statistical Area, which is 0.3 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 78 jobs (36 direct and 42 indirect jobs) over the 2006-2011 periods in the Jacksonville, FL Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 74 jobs (30 direct and 44 indirect jobs) over the 2006-2011 periods in the Pensacola-

Ferry Pass-Brent, FL Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 91 jobs (56 direct and 35 indirect jobs) over the 2006-2011 periods in the Washington-Arlington-Alexandria, District of Columbia-VA-MD-West VA Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 326 jobs (207 direct and 119 indirect jobs) over the 2006-2011 periods in the Jacksonville, NC Metropolitan Statistical Area, which is 0.4 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 6 jobs (3 direct and 3 indirect jobs) over the 2006-2011 periods in the Tacoma, WA Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

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

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: This recommendation may impact air quality and will require New Source Review and conformity analyses. This recommendation may impact cultural, archeological or tribal resources. Tribal negotiations may be required to expand use (or construction) near listed areas. Threatened and endangered species or critical habitat may be impacted at Fort Lewis and Marine Corps Air Station Miramar depending on the site of new military construction. Solid waste change orders are necessary at Naval Support Activity Northwest Annex to accommodate the new mission. New construction at Naval Support Activity Northwest Annex may impact wetlands. This recommendation has no impact on dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; or water resources. This recommendation will require spending approximately \$0.4M for waste management and environmental compliance activities. This cost was included in the payback calculation. This recommendation does not otherwise impact the costs of the environmental restoration, waste management, or environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the bases in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

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

Realign DFAS Arlington, VA, by relocating and consolidating business, corporate, and administrative functions to the Defense Supply Center-Columbus, OH, the Buckley Air Force Base Annex, Denver, CO, or the MG Emmett J. Bean Federal Center, Indianapolis, IN. Retain a minimum essential DFAS liaison staff to support the Under Secretary of Defense (Comptroller)/Chief Financial Officer, Military Service Chief Financial Officers, and Congressional requirements.

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

Realign DFAS Columbus, OH, by relocating up to 55 percent of the Accounting Operation functions and associated corporate and administrative functions to DFAS Denver, CO, or DFAS Indianapolis, IN, and up to 30 percent of the Commercial Pay function and associated corporate and administrative functions to DFAS Indianapolis, IN, for strategic redundancy. Realign DFAS Denver, CO, by relocating up to 25 percent of the Accounting Operation functions and associated corporate and administrative functions to DFAS Columbus, OH, or

DFAS Indianapolis, IN, and up to 35 percent of the Military Pay function and associated corporate and administrative functions to DFAS Indianapolis, IN, for strategic redundancy. Realign DFAS Indianapolis, IN, by relocating up to 10 percent of the Accounting Operation functions and associated corporate and administrative functions to DFAS Columbus, OH or DFAS Denver, CO, and up to 20 percent of the Commercial Pay function and associated corporate and administrative functions to DFAS Columbus, OH, for strategic redundancy.

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

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

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

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$282.1M. The net of all costs and savings to the Department during the implementation period (FY06-FY11) is a savings of \$158.1M. Annual recurring savings to the Department after implementation are \$120.5M, with an immediate payback expected. The Net Present Value of the costs and savings to the Department over 20 years is a savings of \$1,313.8M.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: This recommendation has no impact on air quality; cultural, archeological, or tribal resources; dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noises; threatened and endangered species or critical habitat; waste management; or wetlands. An air conformity analysis may be needed at Buckley AF Base Annex. This recommendation will require spending approximately \$0.01M for environmental compliance activities. This cost was included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management, and environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the bases in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Industrial Joint Cross-Service Group

Riverbank Army Ammunition Plant, CA

Recommendation: Close Riverbank Army Ammunition Plant, CA. Relocate the artillery cartridge case metal parts functions to Rock Island Arsenal, IL.

Justification: There are 4 sites within the Industrial Base producing Metal Parts. To remove excess from the Industrial Base, the closure allows DoD to generate efficiencies and nurture partnership with multiple sources in the private sector.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$25.2M. The net of all costs and savings to the Department during the implementation period is a cost of \$10.4M. Annual recurring savings to the Department after implementation are \$6.5M with a payback expected within 3 years. The net present value of the costs and savings to the Department over 20 years is a savings of \$53.3M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 106 jobs (89 direct jobs and 17 indirect jobs) over the 2006 – 2011 period in the Modesto, CA Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the community to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation. **Environmental Impact:** This recommendation has the potential to impact air quality at Rock Island Arsenal. A new Source Review will be needed for new construction and the added operations will require an Air Conformity analysis to determine the impact. Continued management and/or deed restrictions at Riverbank Army Ammunition Plant will be necessary to ensure future protection of federally listed species. Restoration, monitoring/sweeps, access controls, and/or deed restrictions may be required at Riverbank Army Ammunition Plant to prevent disturbance, health and safety risks, and/or long-term release of toxins to environmental media. Riverbank Army Ammunition Plant also has a domestic wastewater treatment facility that may require cleanup. This recommendation has the potential for a minor impact on water resources at Rock Island Arsenal. This recommendation has no impact on cultural, archeological, or tribal resources; dredging; marine mammals, resources, or sanctuaries; noise; or wetlands. This recommendation will require spending approximately \$2.5M for environmental compliance activities. This cost was included in the payback calculation. Riverbank Army Ammunition Plant reports approximately \$10.5M in environmental restoration costs. Because the Department of Defense has a legal obligation to perform environmental restoration regardless of whether an installation is closed, realigned, or remains open, this cost was not included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management, and environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the bases in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Sierra Army Depot, CA

Recommendation: Realign Sierra Army Depot, CA. Relocate Storage to Tooele Army Depot, NV and Demilitarization to Crane Army Ammunition Activity, IN, and McAlester Army Ammunition Plant, OK.

Justification: Capacity and capability for storage exists at numerous munitions sites. To reduce redundancy and remove excess from the Industrial Base, the realignment allows DoD to create centers of excellence and remove inefficiencies.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$33.4M. The net of all costs and savings to the Department during the implementation period is a cost of \$7.2M. Annual recurring savings to the Department after implementation are \$7.5M with a payback expected within 7 years. The net present value of the costs and savings to the Department over 20 years is a savings of \$66.7M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 17 jobs (12 direct jobs and 5 indirect jobs) over the period 2006-2011 in the Susanville, CA Micropolitan Statistical Area, which is 0.1 percent of

the economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: This recommendation has no impact on air quality; cultural, archeological, or tribal resources; dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; threatened and endangered species or critical habitat; waste management; water resources; or wetlands. This recommendation will require spending approximately \$0.3M for environmental compliance activities. This cost was included in the payback calculation. This recommendation does otherwise not impact the costs of environmental restoration, waste management, and other environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the bases in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Fleet Readiness Centers

Recommendation: Realign Naval Air Station Oceana, VA, by disestablishing the Aircraft Intermediate Maintenance Department Oceana, the Naval Air Depot Cherry Point Detachment, and the Naval Air Depot Jacksonville Detachment; establishing Fleet Readiness Center Mid Atlantic, Naval Air Station Oceana, VA; and transferring all intermediate maintenance workload and capacity to Fleet Readiness Center Mid Atlantic, Naval Air Station Oceana, VA. Realign Naval Air Station Patuxent River, MD, by disestablishing the Aircraft Intermediate Maintenance Department at Naval Air Warfare Center Aircraft Division; establishing Fleet Readiness Center Mid Atlantic Site Patuxent River, Naval Air Station Patuxent River, MD; and transferring all intermediate maintenance workload and capacity to Fleet Readiness Center Mid Atlantic Site Patuxent River, Naval Air Station Patuxent River, MD. Realign Naval Air Station Norfolk, VA, by disestablishing the Aircraft Intermediate Maintenance Department Norfolk VA, the Naval Air Depot Jacksonville Detachment, and Naval Air Warfare Center Aircraft Division Lakehurst Detachment; establishing Fleet Readiness Center Mid Atlantic Site Norfolk, Naval Air Station Norfolk, VA; and transferring all intermediate and depot maintenance workload and capacity to Fleet Readiness Center Mid Atlantic Site Norfolk, Naval Air Station Norfolk, VA.

Realign Naval Air Station Joint Reserve Base New Orleans, LA, by disestablishing the Aircraft Intermediate Maintenance Department, establishing Fleet Readiness Center Mid Atlantic Site New Orleans, Naval Air Station Joint Reserve Base New Orleans, LA; and transfer all intermediate maintenance workload and capacity to Fleet Readiness Center Mid Atlantic Site New Orleans, Naval Air Station Joint Reserve Base New Orleans, LA.

Realign Marine Corps Air Station Cherry Point, NC, as follows: disestablish Naval Air Depot Cherry Point; establish Fleet Readiness Center East, Marine Corps Air Station Cherry Point, NC; relocate depot maintenance workload and capacity for Aircraft Avionics/Electronics Components (approximately 39 K DLHs), Aircraft Hydraulic Components (approximately 69 K DLHs), Aircraft Landing Gear Components (approximately 8 K DLHs), Aircraft Other Components (approximately 23 K DLHs), and Aircraft Structural Components (approximately 126 K DLHs) to Fleet Readiness Center Mid Atlantic, Naval Air Station Oceana, VA; relocate depot maintenance workload and capacity for Aircraft Avionics/Electronics Components

(approximately 11 K DLHs), Aircraft Hydraulic Components (approximately 19 K DLHs), Aircraft Landing Gear Components (approximately 2 K DLHs), Aircraft Structural Components (approximately 35 K DLHs), and Aircraft Other Components (approximately 6 K DLHs) to Fleet Readiness Center Mid Atlantic Site Norfolk, Naval Air Station Norfolk, VA; relocate depot maintenance workload and capacity for Aircraft Avionics/Electronics Components (approximately 6 K DLHs), Aircraft Hydraulic Components (approximately 10 K DLHs), Aircraft Landing Gear Components (approximately 1 K DLHs), Aircraft Other Components (approximately 3 K DLHs), and Aircraft Structural Components (approximately 18 K DLHs) to Fleet Readiness Center Mid Atlantic Site Patuxent River, Naval Air Station Patuxent River, MD; relocate depot maintenance workload and capacity for Aircraft Avionics/Electronics Components (approximately 2 K DLHs), Aircraft Hydraulic Components (approximately 3 K DLHs), Aircraft Landing Gear Components (approximately 0.4K DLHs), Aircraft Other Components (approximately 1 K DLHs), and Aircraft Structural Components (approximately 6 K DLHs) to FRC Mid Atlantic Site New Orleans, Naval Air Station JRB New Orleans, LA.; relocate depot maintenance workload and capacity for Aircraft Avionics/Electronics Components (approximately 9 K DLHs), Aircraft Hydraulic Components (approximately 16 K DLHs), Aircraft Landing Gear Components (approximately 2 K DLHs), Aircraft Other Components (approximately 6 K DLHs) and Aircraft Structural Components (approximately 30 K DLHs) to the Fleet Readiness Center East Site Beaufort, hereby established at Marine Corps Air Station Beaufort, SC; relocate depot maintenance workload and capacity for Aircraft Avionics/Electronics Components (approximately 11 K DLHs), Aircraft Hydraulic Components (approximately 20 K DLHs), Aircraft Landing Gear Components (approximately 2 K DLHs), Aircraft Other Components (approximately 6 K DLHs), Aircraft Structural Components (approximately 36 K DLHs), Aircraft Rotary (approximately 1 K DLHs), Aircraft VSTOL (approximately 2 K DLHs), Aircraft Cargo/Tanker (approximately 0.02K DLHs), Aircraft Other (approximately 18 K DLHs), Aircraft Structural Components (approximately 0.001K DLHs), Calibration (approximately 0.15 K DLHs) and "Other" Commodity (approximately 0.3 K DLHs) to Fleet Readiness Center East Site New River, hereby established at Marine Corps Air Station New River, Camp Lejeune, NC; and transfer all remaining depot maintenance workload and capacity to Fleet Readiness Center East, Marine Corps Air Station Cherry Point, NC.

Realign Marine Corps Air Station Beaufort, SC, by disestablishing Naval Air Depot Jacksonville Detachment Beaufort and transferring all depot maintenance workload and capacity to Fleet Readiness Center East Site Beaufort, Marine Corps Air Station Beaufort, SC.

Realign Naval Air Station Jacksonville, FL, as follows: disestablish Naval Air Depot Jacksonville, Naval Air Depot Jacksonville Detachment Jacksonville, and Aircraft Intermediate Maintenance Department Jacksonville; establish Fleet Readiness Center Southeast, Naval Air Station, Jacksonville, FL; relocate depot maintenance workload and capacity for Aircraft Avionics/Electronics Components (approximately 8 K DLHs), Aircraft Hydraulic Components (approximately 6 K DLHs), Aircraft Landing Gear Components (approximately 3 K DLHs), Aircraft Other Components (approximately 27 K DLHs), and Aircraft Structural Components (approximately 9 K DLHs) to Fleet Readiness Center Southeast Site Mayport, hereby established at Naval Air Station, Mayport, FL; transfer all remaining intermediate and depot maintenance workload and capacity to Fleet Readiness Center Southeast, Naval Air Station Jacksonville, FL.

Realign Naval Air Station Mayport, FL, by disestablishing Aircraft Intermediate Maintenance Department, Naval Air Depot Jacksonville Detachment Mayport, and Naval Air Warfare Center Aircraft Division Lakehurst Voyage Repair Team Detachment Mayport and transferring all intermediate maintenance workload and capacity to Fleet Readiness Center Southeast Site Mayport, Naval Air Station Mayport, FL.

Realign Naval Air Station Lemoore, CA, by disestablishing Aircraft Intermediate Maintenance Department Lemoore and Naval Air Depot North Island Detachment; establishing Fleet Readiness Center West, Naval Air Station Lemoore, CA; and transferring all intermediate and depot maintenance workload and capacity to Fleet Readiness Center West, Naval Air Station Lemoore, CA.

Realign Naval Air Station Fallon, NV, by disestablishing the Aircraft Intermediate Maintenance Department Fallon and the Naval Air Depot North Island Detachment Fallon; establishing Fleet Readiness Center West Site Fallon, Naval Air Station Fallon, NV; and transferring all intermediate and depot maintenance workload and capacity to Fleet Readiness Center West Site Fallon, Naval Air Station Fallon, NV.

Realign Naval Air Warfare Center Weapons Division China Lake, CA, by disestablishing the Aircraft Intermediate Maintenance Department and relocating its maintenance workload and capacity for Aircraft (approximately 3 K DLHs), Aircraft Components (approximately 45 K DLHs), Fabrication & Manufacturing (approximately 6 K DLHs) and Support Equipment (approximately 16 K DLHs) to Fleet Readiness Center West, Naval Air Station Lemoore, CA. Realign Naval Air Station Joint Reserve Base Fort Worth, TX, by disestablishing the Aircraft Intermediate Maintenance Department, establishing Fleet Readiness Center West Site Fort Worth, Naval Air Station Fort Worth, TX, and transferring all intermediate maintenance workload and capacity to Fleet Readiness Center West Site Fort Worth, Naval Air Station Joint Reserve Base Fort Worth, TX.

Realign Naval Air Station Whidbey Island, WA, by disestablishing the Aircraft Intermediate Maintenance Department, establishing Fleet Readiness Center Northwest, Naval Air Station Whidbey Island, WA, and transferring all intermediate maintenance workload and capacity to Fleet Readiness Center Northwest, Naval Air Station Whidbey Island, WA.

Realign Naval Support Activity Crane, IN, by relocating the depot maintenance workload and capacity for ALQ-99 Electronic Warfare to Fleet Readiness Center Northwest, Naval Air Station Whidbey Island, WA.

Realign Naval Air Station North Island, Naval Base Coronado, CA, as follows: disestablish Naval Air Depot North Island, COMSEACONWINGPAC (AIMD), and NADEP North Island Detachment North Island; establish Fleet Readiness Center Southwest, Naval Air Station North Island, Naval Base Coronado, CA; relocate depot maintenance workload and capacity for Aircraft Avionics/Electronics Components (approximately 6 K DLHs), Aircraft Hydraulic Components (approximately 2 K DLHs), Aircraft Landing Gear Components (approximately 3 K DLHs), Aircraft Other Components (approximately 13 K DLHs), and Aircraft Structural Components (approximately 4 K DLHs) from Naval Air Depot North Island to Fleet Readiness Center Southwest Site Point Mugu, hereby established at Naval Air Station Point Mugu, Naval Base Ventura, CA; relocate depot maintenance workload and capacity for Aircraft Avionics/Electronics Components (approximately 26 K DLHs), Aircraft Hydraulic Component (approximately 8 K DLHs), Aircraft Landing Gear Components (approximately 13 K DLHs), Aircraft Other Components (approximately 55 K DLHs), Aircraft Structural Components (approximately 16 K DLHs) from Naval Air Depot North Island to Fleet Readiness Center Southwest Site Miramar, hereby established at Marine Corps Air Station Miramar, CA; relocate depot maintenance workload and capacity for Aircraft Avionics/Electronics Components (approximately 8 K DLHs), Aircraft Hydraulic Components (approximately 2 K DLHs), Aircraft Landing Gear Components (approximately 4 K DLHs), Aircraft Other Components

(approximately 17 K DLHs), and Aircraft Structural Components (approximately 5 K DLHs) from Naval Air Depot North Island to Fleet Readiness Center Southwest Site Pendleton, hereby established at Marine Corps Air Station Camp Pendleton, CA; relocate depot maintenance workload and capacity for Aircraft Avionics/Electronics Components (approximately 6 K DLHs), Aircraft Hydraulic Components (approximately 2 K DLHs), Aircraft Landing Gear Components (approximately 3 K DLHs), Aircraft Other Components (approximately 12 K DLHs), Aircraft Structural Components (approximately 3 K DLHs) from Naval Air Depot North Island to Fleet Readiness Southwest Site Yuma, hereby established at Marine Corps Air Station Yuma, AZ; relocate depot maintenance workload and capacity for Aircraft Avionics/Electronics Components (approximately 6 K DLHs), Aircraft Hydraulic Components (approximately 2 K DLHs), Aircraft Landing Gear Components (approximately 3 K DLHs), Aircraft Other Components (approximately 12 K DLHs), and Aircraft Structural Components (approximately 3 K DLHs) from Naval Air Depot North Island to Fleet Readiness Center West Site Fort Worth, Fort Worth TX; relocate depot maintenance workload and capacity for Aircraft Avionics/Electronics Components (approximately 25 K DLHs), Aircraft Hydraulic Components (approximately 8 K DLHs), Aircraft Landing Gear Components (approximately 13 K DLHs), Aircraft Other Components (approximately 53 K DLHs), and Aircraft Structural Components (approximately 15 K DLHs), from Naval Air Depot North Island to Fleet Readiness Center Northwest, Naval Air Station Whidbey Island, WA; and transfer all remaining intermediate and depot maintenance workload and capacity to Fleet Readiness Center Southwest, Naval Air Station North Island, Naval Base Coronado, CA.

Realign Naval Air Station Point Mugu, Naval Base Ventura, CA, by disestablishing the Aircraft Intermediate Maintenance Department and transferring all intermediate maintenance workload and capacity to Fleet Readiness Center Southwest Site Point Mugu, Naval Base Ventura, CA. Realign Marine Corps Air Station Miramar, CA, by transferring depot maintenance workload and capacity for Aircraft Other (approximately 28 K DLHs) and Aircraft Fighter/Attack (approximately 39 K DLHs) and intermediate maintenance workload and capacity for Aircraft Components, Aircraft Engines, Fabrication & Manufacturing and Support Equipment from Marine Aviation Logistics Squadron (MALS)-11 and 16 to Fleet Readiness Center Southwest Site Miramar, Marine Corps Air Station Miramar, CA.

Realign Marine Corps Air Station Camp Pendleton, CA, by transferring depot maintenance workload and capacity for Aircraft Other (approximately 22 K DLHs) and Aircraft Rotary (approximately 102 K DLHs) and intermediate maintenance workload and capacity for Aircraft Components, Aircraft Engines, Fabrication & Manufacturing and Support Equipment from MALS-39 to Fleet Readiness Center Southwest Site Camp Pendleton, Marine Corps Air Station Camp Pendleton, CA.

Realign Marine Corps Air Station Yuma, AZ, by transferring depot maintenance workload and capacity for Aircraft Fighter/Attack, Aircraft Other and Aircraft Rotary and intermediate maintenance workload and capacity for Aircraft Components, Aircraft Engines, Communication/Electronics Equipment, Ordnance Weapons & Missiles, Software and Support Equipment from MALS-13 to Fleet Readiness Center Southwest Site Yuma, Marine Corps Air Station Yuma, AZ.

Justification: This recommendation realigns and merges depot and intermediate maintenance activities. It creates 6 Fleet Readiness Centers (FRCs), with 13 affiliated FRC Sites at satellite locations. FRC Mid-Atlantic will be located on NAS Oceana, VA, with affiliated FRC Sites at NAS Patuxent River, MD, NAS Norfolk, VA, and JRB New Orleans, LA. FRC East is located at Cherry Point, NC, with affiliated FRC Sites at MCAS Beaufort, SC, and MCAS New River, NC.

The existing intermediate level activity associated with HMX-1 at MCB Quantico, VA, will also be affiliated with FRC East. FRC Southeast will be located on NAS Jacksonville, FL, and will have an affiliated FRC Site at NAS Mayport, FL. FRC West will be located on NAS Lemoore, CA, and will have FRC affiliated sites at NAS JRB Fort Worth, TX, and NAS Fallon, NV. FRC Southwest will be located on Naval Station Coronado, CA, and will have affiliated sites at MCAS Miramar, CA, MCAS Pendleton, CA, MCAS Yuma, AZ, and NAS Point Mugu, CA. FRC Northwest will be located on NAS Whidbey, WA, with no affiliated FRC Sites.

This recommendation supports both DoD and Navy transformation goals by reducing the number of maintenance levels and streamlining the way maintenance is accomplished with associated significant cost reductions. It supports the Naval Aviation Enterprise's (NAE's) goal of transforming to fewer maintenance levels, i.e., from 3 to 2 levels; and it supports the NAE's strategy of positioning maintenance activities closer to fleet concentrations when doing so will result in enhanced effectiveness and efficiency, greater agility, and allows Naval Aviation to achieve the right readiness at the least cost. This transformation to FRCs produces significant reductions in the total cost of maintenance, repair and overhaul plus the associated Supply system PHS&T (Packaging, Handling, Storage and Transportation) as well as reparable inventory stocking levels as a result of reduced total repair turn-around times, reduced transportation, lower spares inventories, less manpower, and more highly utilized infrastructure. It requires integration and collaboration between Depot level Civil Service personnel and Military Intermediate level Sailors and Marines. At those FRCs involving Marine Corps MALS (Marine Aviation Logistics Squadrons), because the MALS remain deployable commands, they will affiliate with their FRC organizations, but will remain operationally distinct and severable in all respects. The FRC D-level functions within the MALS fall under the Commanding Officer of each MALS. The FRC Commander is the provider of embedded depot personnel, as well as Dlevel technical and logistics support within the MALS. For all FRCs, there is a combined annual facility sustainment savings of \$1.1M; elimination of a total of 529,000 square feet of depot/intermediate maintenance production space and military construction cost avoidances of \$0.2M. This recommendation also includes a military construction cost of \$85.7M.

In addition to the actions described in this recommendation, there are four additional actions involved in the comprehensive merger of depot and intermediate maintenance: Naval Air Station Joint Reserve Base Willow Grove, PA, Naval Air Station Corpus Christi, TX, Naval Air Station Brunswick, ME, and Naval Air Station Atlanta, GA. The actions at these installations are described in separate installation closure recommendations in the Department of the Navy section of the BRAC Report.

Payback: The total estimated one time cost to the Department of Defense to implement this recommendation is \$298.1M. The net of all costs and savings to the Department during implementation period is a savings of \$1,528.2M. Annual recurring savings to the Department after implementation are \$341.2M with a payback expected immediately. The net present value of the costs and savings to the Department over 20 years is a savings of \$4,724.2M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 104 jobs (53 direct jobs and 51 indirect jobs) over the 2006-2011 period in the Bakersfield, CA Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 221 jobs (152 direct jobs and 69 indirect jobs) over the 2006-2011 period in the Martin County, IN, economic area, which is 2.6 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 13 jobs (7 direct jobs and 6 indirect jobs) over the 2006-2011 period in the Fallon, NV Micropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 512 jobs (218 direct jobs and 294 indirect jobs) over the 2006-2011 period in the Jacksonville, FL Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,190 jobs (632 direct jobs and 558 indirect jobs) over the 2006-2011 period in the New Bern, NC Micropolitan Statistical Area, which is 1.8 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 12 jobs (7 direct jobs and 5 indirect jobs) over the 2006-2011 period in the Oxnard-Thousand Oaks-Ventura, CA Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,279 jobs (623 direct jobs and 656 indirect jobs) over the 2006-2011 period in the San Diego-Carlsbad-San Marcos, CA Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 68 jobs (44 direct jobs and 24 indirect jobs) over the 2006-2011 period in the Virginia Beach-Norfolk-Newport News, VA Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

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

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: This recommendation may impact air quality at NAS Lemoore and NAS JRB Fort Worth. A conformity determination may be required. This recommendation has the potential to impact cultural, archeological, or tribal resources at NAS Lemoore, NAS Fallon, and NAS Whidbey Island, WA, if construction is required. There is a possible impact to water resources at NAS Whidbey Island and NAS Fallon. This recommendation has no impact on dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; threatened and endangered species or critical habitat; waste management; or wetlands. This recommendation will require spending approximately \$0.4M for waste management and environmental compliance activities. This recommendation does not otherwise impact the cost of environmental restoration, waste management, or environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the bases in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Medical Joint Cross-Service Group

San Antonio Regional Medical Center, TX

Recommendation: Realign Lackland Air Force Base, TX, by relocating the inpatient medical function of the 59th Medical Wing (Wilford Hall Medical Center) to the Brooke Army Medical Center, Ft Sam Houston, TX, establishing it as the San Antonio Regional Military Medical Center, and converting Wilford Hall Medical Center into an ambulatory care center. Realign Naval Air Station Great Lakes, IL, Sheppard Air Force Base, TX, Naval Medical Center Portsmouth, Naval Medical Center San Diego, CA, by relocating basic and specialty enlisted medical training to Fort Sam Houston, TX.

Justification: The primary rationale for this recommendation is to transform legacy medical infrastructure into a modernized joint operational medicine platform. This recommendation reduces excess capacity within the San Antonio Multi-Service Market (MSM: two or more facilities colocated geographically with “shared” beneficiary population) while maintaining the level of care for the beneficiaries, enhancing opportunities for provider currency, and maintaining surge capacity. By making use of the design capacity inherent in Brooke Army Medical Center (BAMC), the entire inpatient care produced at WHMC can be relocated into this facility. In terms of military value, while BAMC had a slightly lower quantitative military value score than WHMC, the difference was so small as to not be a meaningful discriminator. Additionally, the small difference is primarily attributable to the efficiency of the Dental Clinic at WHMC, a facility that is excluded from this recommendation. It was the military judgment of the MJCSG that in the context of this recommendation, the condition of the facilities and their average weighted age were the most important elements of the military value of the two locations. In this area, BAMC received a significantly higher score than WHMC. Additionally, it is more cost effective and timely to return BAMC to its inherent design capacity and convert WHMC to an ambulatory care center, than to do the reverse. BAMC is located in a more centralized location, enabling it to better support the broader population area. WHMC and BAMC support Level 1 Trauma Centers, this capability is Section 8: Recommendations – Medical Joint Cross-Service Group Med - 11 maintained in this recommendation by expanding the BAMC Level 1 Trauma Center to the capacity of both trauma centers. It was therefore the military judgment of the MJCSG that regionalization at BAMC provided the highest overall military value to the Department. Development of a premier Regional Military Medical Center will provide enhanced visibility, as well as, recruiting and retention advantages to the Military Health System. The remaining civilian authorizations and contractors at Wilford Hall Medical Center that represent unnecessary overhead will be eliminated. Military personnel filling similar “overhead positions” are available to be redistributed by the Service to replace civilian and contract medical personnel elsewhere in Military Healthcare System activities of higher military value. While the jobs are lost in the military system the same type of job is available in the community.

This recommendation also co-locates all (except Aerospace Medicine) medical basic and specialty enlisted training at Fort Sam Houston, TX, with the potential of transitioning to a joint training effort. This will result in reduced infrastructure and excess system capacity, while capitalizing on the synergy of the co-location similar training conducted by each of the three Services. In addition, the development of a joint training center will result in standardized training for medical enlisted specialties enhancing interoperability and joint deployability. Co-location of medical enlisted training with related military clinical activities of the San Antonio Regional Medical Center at Brooke Army Medical Center, Fort Sam Houston, TX, provides synergistic

opportunities to bring clinical insight into the training environment, realtime. As a result, both the healthcare delivery and training experiences are exponentially enhanced.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$1,040.9M. The net of all costs and savings to the Department during the implementation period is a cost of \$826.7M. Annual recurring savings to the Department after implementation are \$129.0M with a payback expected in 10 years. The net present value of the costs and savings to the Department over 20 years is a savings of \$476.2M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 4,373 jobs (1,926 direct jobs and 2,447 indirect jobs) over the 2006-2011 period in the Lake County-Kenosha County, IL-WI Metropolitan Division, which is 0.88 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 3,101 jobs (1,630 direct jobs and 1,471 indirect jobs) over the 2006-2011 period in the San Diego-Carlsbad-San Marcos, CA Metropolitan Statistical Area, which is 0.17 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 3,963 jobs (2,378 direct jobs and 1,585 indirect jobs) over the 2006-2011 period in the Wichita Falls, TX Metropolitan Statistical Area, which is 4.26 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,013 jobs (489 direct jobs and 524 indirect jobs) over the 2006-2011 period in the Section 8: Recommendations – Medical Joint Cross-Service Group Med - 12 Virginia Beach-Norfolk-Newport News, VA Metropolitan Statistical Area, which is 0.1 percent of economic area employment.

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

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. Civilian inpatient capacity exists in the area to provide services to the eligible population. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: This recommendation is expected to impact air quality at Fort Sam Houston. Title V permit, permit modification, and a New Source Review may be required. This recommendation has the potential to impact cultural or historic resources at Fort Sam Houston and Lackland AFB. Additional operations at Fort Sam Houston may further impact federally listed species leading to additional restrictions on training or operations. A hazardous waste program modification may be required at Lackland AFB. Significant mitigation measures to limit releases may be required at Fort Sam Houston to reduce impacts to water quality and achieve US EPA water quality standards. This recommendation has no impact on dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; or wetlands. This recommendation will require spending approximately \$1.2M for environmental compliance activities. This cost was included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management, and

environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the bases in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Supply and Storage Joint Cross-Service Group

Commodity Management Privatization

Recommendation: Realign Detroit Arsenal, MI, by relocating the supply contracting function for tires to the Inventory Control Point at Defense Supply Center Columbus, OH, and disestablishing all other supply functions for tires.

Realign Hill Air Force Base, UT, as follows: relocate the supply contracting function for tires to the Inventory Control Point at Defense Supply Center Columbus, OH; disestablish all other supply functions for tires; and disestablish the storage, and distribution functions for tires, packaged petroleum, oils, and lubricants, and compressed gases.

Realign Naval Support Activity, Mechanicsburg, PA, by relocating the supply contracting function for packaged petroleum, oils, and lubricants to the Inventory Control Point at Defense Supply Center, Richmond, VA, and disestablishing all other supply functions for packaged petroleum, oils, and lubricants.

Realign Defense Supply Center, Richmond, VA by disestablishing storage and distribution functions for tires, and the supply, storage, and distribution functions for packaged petroleum, oils, and lubricants, and compressed gases. Retain the supply contracting function for packaged petroleum, oils, and lubricants, and compressed gases.

Realign Defense Supply Center Columbus, OH, Tobyhanna Army Depot, PA, Defense Distribution Depot Susquehanna, PA, Naval Station Norfolk, VA, Marine Corps Air Station Cherry Point, NC, Marine Corps Logistics Base, Albany, GA, Robins Air Force Base, GA, Anniston Army Depot, AL, Naval Air Station Jacksonville, FL, Tinker Air Force Base, OK, Corpus Christi Army Depot, TX, Naval Station Bremerton, WA, Naval Station San Diego, CA, Defense Distribution Depot Barstow, CA, Defense Distribution Depot San Joaquin, CA, and Naval Station Pearl Harbor, HI, by disestablishing storage and distribution functions for tires, packaged petroleum, oils, and lubricants, and compressed gases at each location.

Justification: This recommendation achieves economies and efficiencies that enhance the effectiveness of logistics support to forces as they transition to more joint and expeditionary operations. This recommendation disestablishes the wholesale supply, storage, and distribution functions for all tires; packaged petroleum, oils and lubricants; and compressed gases used by the Department of Defense, retaining only the supply contracting function for each commodity. The Department will privatize these functions and will rely on private industry for the performance of supply, storage, and distribution of these commodities. By doing so, the Department can divest itself of inventories and can eliminate infrastructure and personnel associated with these functions. This recommendation results in more responsive supply support to user organizations and thus adds to capabilities of the future force. The recommendation provides improved support during mobilization and deployment, and the sustainment of forces when deployed worldwide. Privatization enables the Department to take advantage of the latest technologies, expertise, and business practices, which translates to improved support to customers at less cost.

It centralizes management of tires; packaged petroleum, oils, and lubricants; and compressed gases and eliminates unnecessary duplication of functions within the Department. Finally, this recommendation supports transformation by privatizing the wholesale storage and distribution processes from DoD activities.

In addition to the actions described in this recommendation, the Department is also disestablishing storage and distribution functions for tires, packaged petroleum, oils, and lubricants, and compressed gases at Red River Army Depot, TX. The storage and distribution functions at this additional location are now being disestablished as part of a recommendation for the full closure of the Red River Army Depot installation. The recommendation to close the installation fully supports all objectives intended by this recommendation.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$6.4M. The net of all costs and savings to the Department during the implementation period is a savings of \$333.6M. Annual recurring savings to the Department after implementation are \$43.7M with a payback expected immediately. The net present value of the costs and savings to the Department over 20 years is a savings of \$735.3M.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: This recommendation has no impact on air quality; cultural, archeological, or tribal resources; dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; threatened and endangered species or critical habitat; waste management; water resources; or wetlands. This recommendation will require spending approximately \$0.2M for waste management and environmental compliance activities. This cost was included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management, and environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the bases in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Supply, Storage, and Distribution Management Reconfiguration

Recommendation: Realign Defense Supply Center Columbus, OH, by disestablishing the Defense Distribution Depot Columbus, OH. Relocate the storage and distribution functions and associated inventories to the Defense Distribution Depot Susquehanna, PA, hereby designated the Susquehanna Strategic Distribution Platform. Realign Tobyhanna Army Depot, PA, by consolidating the supply, storage, and distribution functions and associated inventories of the Defense Distribution Depot Tobyhanna, PA, with all other supply, storage, and distribution functions and inventories that exist at Tobyhanna Army Depot to support depot operations, maintenance, and production. Retain the minimum necessary supply, storage, and distribution functions and inventories required to support Tobyhanna Army Depot, and to serve as a wholesale Forward Distribution Point. Relocate all other wholesale storage and distribution functions and associated inventories to the Susquehanna Strategic Distribution Platform.

Realign Naval Station Norfolk, VA, by consolidating the supply, storage, and distribution functions and associated inventories of the Defense Distribution Depot Norfolk, VA, with all

other supply, storage, and distribution functions and inventories that exist at Norfolk Naval Base and at Norfolk Naval Shipyard to support shipyard operations, maintenance, and production. Retain the minimum necessary supply, storage, and distribution functions and inventories required to support Norfolk Naval Shipyard operations, maintenance and production, and to serve as a wholesale Forward Distribution Point. Relocate all other wholesale storage and distribution functions and associated inventories to the Susquehanna Strategic Distribution Platform.

Realign Defense Supply Center Richmond, VA, by relocating the storage and distribution functions and associated inventories of the Defense Distribution Depot Richmond, VA, to the Susquehanna Strategic Distribution Platform. Retain the minimum necessary storage and distribution functions and associated inventories at Defense Distribution Depot Richmond, VA, to serve as a wholesale Forward Distribution Point.

Realign Marine Corps Air Station, Cherry Point, NC by consolidating the supply, storage, and distribution functions and associated inventories of the Defense Distribution Depot, Cherry Point, NC, with all other supply, storage, and distribution functions and inventories that exist at Naval Aviation Depot Cherry Point, NC, to support depot operations, maintenance and production. Retain the minimum necessary supply, storage, and distribution functions and inventories required to support Naval Air Depot Cherry Point, and to serve as a wholesale Forward Distribution Point. Relocate all other wholesale storage and distribution functions and associated inventories to the Defense Distribution Depot Warner Robins, GA, hereby designated the Warner Robins Strategic Distribution Platform.

Realign Robins Air Force Base, GA, by consolidating the supply, storage, and distribution functions and associated inventories supporting depot operations, maintenance, and production at the Warner Robins Air Logistics Center with the supply, storage, and distribution functions at the Warner Robins Strategic Distribution Platform.

Realign Marine Corps Logistics Base, Albany, GA, by consolidating the supply, storage, and distribution functions and associated inventories of the Defense Distribution Depot Albany, GA, with all other supply, storage, and distribution functions and inventories that exist at the Maintenance Center Albany, GA, to support depot operations, maintenance, and production. Retain the minimum necessary supply, storage, and distribution functions and inventories required to support the Maintenance Center Albany, GA, and to serve as a wholesale Forward Distribution Point. Relocate all other wholesale storage and distribution functions and associated inventories to the Warner Robins Strategic Distribution Platform.

Realign Naval Air Station Jacksonville, FL, by consolidating the supply, storage, and distribution functions and associated inventories of the Defense Distribution Depot, Jacksonville, FL, with all other supply, storage, and distribution functions and inventories that exist at the Naval Aviation Depot, Jacksonville, FL, to support depot operations, maintenance, and production. Retain the minimum necessary supply, storage, and distribution functions and inventories required to support the Naval Aviation Depot, Jacksonville, FL, and to serve as a wholesale Forward Distribution Point. Relocate all other wholesale storage and distribution functions and associated inventories to the Warner Robins Strategic Distribution Platform.

Realign Anniston Army Depot, AL, by consolidating the supply, storage, and distribution functions and associated inventories of the Defense Distribution Depot Anniston, AL, with all other supply, storage, and distribution functions and inventories that exist at Anniston Army Depot, AL, to support depot operations, maintenance, and production. Retain the minimum necessary supply, storage, and distribution functions and inventories required to support Anniston

Army Depot, AL, and to serve as a wholesale Forward Distribution Point. Relocate all other wholesale storage and distribution functions and associated inventories to the Warner Robins Strategic Distribution Platform.

Realign Corpus Christi Army Depot, TX, by consolidating the supply, storage, and distribution functions and associated inventories of the Defense Distribution Depot, Corpus Christi, TX, with all other supply, storage, and distribution functions and inventories that exist at Corpus Christi Army Depot, TX, to support depot operations, maintenance, and production. Retain the minimum necessary supply, storage, and distribution functions and inventories required to support Corpus Christi Army Depot, TX, and to serve as a wholesale Forward Distribution Point. Relocate all other wholesale storage and distribution functions and associated inventories to the Defense Distribution Depot Oklahoma City, hereby designated the Oklahoma City Strategic Distribution Platform.

Realign Tinker AFB, OK, by consolidating the supply, storage, and distribution functions and associated inventories supporting depot operations, maintenance, and production at the Air Logistics Center, Oklahoma City, OK, with the supply, storage, and distribution functions and inventories at the Oklahoma City Strategic Distribution Platform.

Realign Hill AFB, UT, by consolidating the supply, storage, and distribution functions and associated inventories of the Defense Distribution Depot, Hill, UT, with all other supply, storage, and distribution functions and inventories that exist at the Ogden Air Logistics Center, UT, to support depot operations, maintenance, and production. Retain the necessary supply, storage, and distribution functions and inventories required to support the Ogden Air Logistics Center, UT, and to serve as a wholesale Forward Distribution Point. Relocate all other wholesale storage and distribution functions and associated inventories to the Defense Distribution Depot, San Joaquin, CA, hereby designated the San Joaquin Strategic Distribution Platform.

Realign Naval Station Bremerton, WA, by consolidating the supply, storage, and distribution functions and associated inventories of the Defense Distribution Depot, Puget Sound, WA, with all other supply, storage and distribution functions and inventories that exist at Puget Sound Naval Shipyard, WA, to support shipyard operations, maintenance, and production. Retain the minimum necessary supply, storage, and distribution functions and inventories required to support Puget Sound Naval Shipyard, WA, and to serve as a wholesale Forward Distribution Point. Relocate all other wholesale storage and distribution functions and associated inventories to the San Joaquin Strategic Distribution Platform.

Realign Naval Station, San Diego, CA, by consolidating the supply, storage, and distribution functions and associated inventories of the Defense Distribution Depot, San Diego, CA, with all other supply, storage and distribution functions and inventories that exist at Naval Aviation Depot, North Island, CA, to support depot operations, maintenance, and production. Retain the minimum necessary supply, storage, and distribution functions and inventories required to support Naval Aviation Depot, North Island, CA, and to serve as a wholesale Forward Distribution Point. Relocate all other wholesale storage and distribution functions and associated inventories to the San Joaquin Strategic Distribution Platform.

Realign Marine Corps Logistics Base, Barstow, CA, by consolidating the supply, storage, and distribution functions and associated inventories of the Defense Distribution Depot Barstow CA, with all other supply, storage, and distribution functions and inventories that exist at the Maintenance Center Barstow, CA, to support depot operations, maintenance, and production. Retain the minimum necessary supply, storage, and distribution functions and inventories at

Defense Distribution Depot Barstow, CA, that are required to support the Maintenance Center Barstow, CA, and to serve as a wholesale Forward Distribution Point. Relocate all other wholesale storage and distribution functions and associated inventories to the San Joaquin Strategic Distribution Platform.

Justification: This recommendation achieves economies and efficiencies that enhance the effectiveness of logistics support to operational joint and expeditionary forces. It reconfigures the Department's wholesale storage and distribution infrastructure to improve support to the future force, whether home-based or deployed. It transforms existing logistics processes by creating four CONUS support regions, with each having one Strategic Distribution Platform and multiple Forward Distribution Points. Each Strategic Distribution Platform will be equipped with state-of-the-art consolidation, containerization and palletization capabilities, and the entire structure will provide for in-transit cargo visibility and real-time accountability. Distribution Depots, no longer needed for regional supply, will be realigned as Forward Distribution Points and will provide dedicated receiving, storing, and issuing functions, solely in support of on-base industrial customers such as maintenance depots, shipyards and air logistics centers. Forward Distribution Points will consolidate all supply and storage functions supporting industrial activities, to include those internal to depots and shipyards, and those at any intermediate levels that may exist. This consolidation eliminates unnecessary redundancies and duplication, and streamlines supply and storage processes.

In addition to the actions in this recommendation, the Department is abolishing the Defense Distribution Depot at Red River Army Depot. This action is included as part of a recommendation to close the Red River Army Depot installation. The recommendation to fully close the installation achieves the objective of disestablishing the Defense Distribution Depot and is consistent with the intent of this recommendation.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$192.7M. The net of all costs and savings to the Department of Defense during the implementation period is a savings of \$1,047.3M. Annual recurring savings to the Department after implementation are \$203.2M with a payback expected immediately. The net present value of the costs and savings to the Department over 20 years is a savings of \$2,925.8M.

Community Infrastructure Assessment: A review of community attributes indicates there are no issues regarding the ability of infrastructure of communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: Additional operations at Tinker may impact wetlands and may restrict operations. At Susquehanna and San Joaquin, permits may be required for new boilers, generators, and paint booths. Increased solid and hazardous waste may also require new permits. Drinking water consumption will increase at these two locations and MILCON projects require storm water permits. This recommendation has no impact on cultural, archeological, or tribal resources; dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; or threatened and endangered species or critical habitat. This recommendation will require spending approximately \$0.7M for waste management and environmental compliance activities. This cost was included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management, and environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the bases in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Technical Joint Cross-Service Group

Consolidate Air and Space C4ISR Research, Development & Acquisition, Test & Evaluation

Recommendation: Realign Wright-Patterson Air Force Base, OH, Maxwell Air Force Base, AL, and Lackland Air Force Base, TX, by relocating Air & Space Information Systems Research and Development & Acquisition to Hanscom Air Force Base, MA. Realign Eglin Air Force Base, FL, by relocating Air & Space Sensors, Electronic Warfare & Electronics and Information Systems Test & Evaluation to Edwards Air Force Base, CA.

Justification: This recommendation will reduce the number of technical facilities engaged in Air & Space Sensors, Electronic Warfare, and Electronics and Information Systems RDAT&E from 6 to 2. Through this consolidation, the Department will increase efficiency of RDAT&E operations resulting, in a multi-functional center of excellence in the rapidly changing technology area of C4ISR.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$254.4M. The net of all costs and savings to the Department during the implementation period is a cost of \$115.3M. Annual recurring savings to the Department after implementation are \$36.2M with a payback expected in 8 years. The net present value of the costs and savings to the Department over 20 years is a savings of \$238.0M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 2,250 jobs (1,262 direct jobs and 988 indirect jobs) over the 2006-2011 period in the Dayton, OH, Metropolitan Statistical Area, which is 0.44 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 384 jobs (220 direct jobs and 164 indirect jobs) over the 2006-2011 period in the Fort Walton Beach-Crestview-Destin, FL, Metropolitan Statistical Area, which is 0.32 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 3,254 jobs (1,971 direct jobs and 1,283 indirect jobs) over the 2006-2011 period in the Montgomery, AL, Metropolitan Statistical Area, which is 1.6 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 212 jobs (110 direct jobs and 102 indirect jobs) over the 2006-2011 period in the San Antonio, TX, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

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

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and

personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: This recommendation has the potential to impact air quality at Hanscom and Edwards. Additional operations at Hanscom and Edwards may impact archeological sites, which may constrain operations. This recommendation may require building on constrained acreage at Hanscom. Additional operations on Edwards may impact threatened and endangered species and/or critical habitats. The hazardous waste program at Hanscom will need modification. Additional operations may impact wetlands at Hanscom, which may restrict operations. This recommendation has no impact on dredging; marine mammals, resources, or sanctuaries; noise; waste management; or water resources. This recommendation will require spending approximately \$0.5M cost for waste management and environmental compliance activities. This cost was included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management, and environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the bases in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Consolidate Maritime C4ISR Research, Development & Acquisition, Test & Evaluation

Recommendation: Realign Washington Navy Yard, DC, by disestablishing the Space Warfare Systems Center Charleston, SC, detachment Washington Navy Yard and assign functions to the new Space Warfare Systems Command Atlantic Naval Amphibious Base, Little Creek, VA.

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

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

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

Realign Naval Submarine Base Point Loma, San Diego, CA, as follows: relocate Surface Maritime Sensors, Electronic Warfare, and Electronics Research, Development & Acquisition, and Test & Evaluation of the Space Warfare Center to Naval Surface Warfare Center Division,

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

Realign Naval Air Station Patuxent River, MD, by relocating Subsurface Maritime Sensors, Electronic Warfare, and Electronics Research, Development & Acquisition, and Test & Evaluation of the Naval Air Warfare Center, Aircraft Division to Naval Station Newport, RI. Realign Naval Air Station Jacksonville, FL, by disestablishing the Space Warfare Systems Center Charleston, SC, detachment Jacksonville, FL.

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

Justification: These recommended realignments and consolidations provide for multifunctional and multidisciplinary Centers of Excellence in Maritime C4ISR. This recommendation will also reduce the number of technical facilities engaged in Maritime Sensors, Electronic Warfare, & Electronics and Information Systems RDAT&E from twelve to five. This, in turn, will reduce overlapping infrastructure increase the efficiency of operations and support an integrated approach to RDAT&E for maritime C4ISR. Another result would also be reduced cycle time for fielding systems to the warfighter.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$106.1M. The net of all costs and savings to the Department during the implementation period is a savings of \$88.6M. Annual recurring savings to the Department after implementation are \$38.7M with a payback expected in 1 year. The net present value of the costs and savings to the Department over 20 years is a savings of \$455.1M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 74 jobs (28 direct jobs and 46 indirect jobs) over the 2006-2011 period in Charleston-North Charleston, SC, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment. Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 81 jobs (34 direct jobs and 47 indirect jobs) over the 2006-2011 period in Jacksonville, FL, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 78 jobs (34 direct jobs and 44 indirect jobs) over the 2006-2011 period in the Lexington Park, MD, Micropolitan Statistical Area, which is 0.2 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 286 jobs (127 direct jobs and 159 indirect jobs) over the 2006-2011 period in the

Oxnard-Thousand Oaks-Ventura, CA, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 278 jobs (102 direct jobs and 176 indirect jobs) over the 2006-2011 period in the Pensacola-Ferry Pass-Brent, FL, Metropolitan Statistical Area, which is 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 4 jobs (2 direct jobs and 2 indirect jobs) over the 2006-2011 period in Providence-New Bedford-Fall River, RI-MA, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 88 jobs (44 direct jobs and 44 indirect jobs) over the 2006-2011 period in the San Diego-Carlsbad-San Marcos, CA, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 211 jobs (87 direct jobs and 124 indirect jobs) over the 2006-2011 period in the Virginia Beach-Norfolk-Newport News, VA-NC, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 302 jobs (172 direct jobs and 130 indirect jobs) over the 2006-2011 period in the Washington-Arlington-Alexandria, DC-VA-MD-WV, Metropolitan Division, which is less than 0.1 percent of economic area employment.

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

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: Naval Undersea Warfare Center, Newport is in serious non-attainment for Ozone (1hr) and proposed to be in serious non-attainment for Ozone (8hr). San Diego is in attainment for all criteria pollutants. Naval Surface Warfare Center, Dahlgren, VA, is in attainment for all criteria pollutants with the exception of 8 hour and 1 hour O₃ and Pb, which are Unclassifiable. Naval Amphibious Base Little Creek, VA, Naval Station Norfolk, VA, and Naval Weapons Station Charleston, SC, are in attainment for all Criteria Pollutants. It is in a proposed non-attainment for Ozone (1 hour). Archeological and historical sites have been identified on Dahlgren that may impact current construction or current operations. Norfolk has potential archeological restrictions to future construction. Threatened and endangered species are present at Newport and have delayed or diverted testing. There is a potential impact regarding the bald eagle at Dahlgren. This recommendation has the potential to impact the hazardous waste and solid waste program at Dahlgren. Newport, Dahlgren, Little Creek, Charleston, Norfolk, and San Diego all discharge to impaired waterways, and groundwater and surface water contamination are reported. This recommendation has no impact on dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; waste management; water

resources; or wetlands. This recommendation will require spending approximately \$0.1M for waste management and environmental compliance activities. This cost was included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management, and environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the bases in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Create a Naval Integrated Weapons & Armaments Research, Development & Acquisition, Test & Evaluation Center

Recommendation: Realign Naval Surface Warfare Center Crane, IN, by relocating all Weapons and Armaments Research, Development & Acquisition, and Test & Evaluation, except gun/ammo, combat system security, and energetic materials to Naval Air Weapons Station China Lake, CA.

Realign Naval Surface Warfare Center Indian Head, MD, by relocating all Weapons and Armaments Research, Development & Acquisition, and Test & Evaluation, except gun/ammo, underwater weapons, and energetic materials, to Naval Air Weapons Station China Lake, CA.

Realign Naval Air Station Patuxent River, MD, by relocating all Weapons and Armaments Research, Development & Acquisition, and Test & Evaluation, except the Program Executive Office and Program Management Offices in Naval Air Systems Command, to Naval Air Weapons Station China Lake, CA.

Realign Naval Base Ventura County, Point Mugu, CA, by relocating all Weapons and Armaments Research, Development & Acquisition, and Test & Evaluation to Naval Air Weapons Station China Lake, CA.

Realign Naval Weapons Station Seal Beach, CA, by relocating all Weapons and Armaments Research, Development & Acquisition, and Test & Evaluation, except underwater weapons and energetic materials, to Naval Air Weapons Station China Lake, CA.

Realign Naval Surface Warfare Center, Yorktown, VA, by relocating all Weapons and Armaments Research, Development & Acquisition, and Test & Evaluation to Naval Surface Warfare Center Indian Head, MD.

Realign Naval Base Ventura County, Port Hueneme, CA, by relocating all Weapons and Armaments Research, Development & Acquisition, and Test & Evaluation, except weapon system integration, to Naval Air Weapons Station China Lake, CA.

Realign Fleet Combat Training Center, CA (Port Hueneme Detachment, San Diego, CA), by relocating all Weapons and Armaments weapon system integration Research, Development & Acquisition, and Test & Evaluation to Naval Surface Warfare Center Dahlgren, VA.

Realign Naval Surface Warfare Center Dahlgren, VA, by relocating all Weapons & Armaments Research, Development & Acquisition, and Test & Evaluation, except guns/ammo and weapon systems integration to Naval Air Weapons Station China Lake, CA.

Justification: This recommendation realigns and consolidates those facilities working in Weapons & Armaments (W&A) Research, Development & Acquisition, and Test and Evaluation

(RDAT&E) into a Naval Integrated RDAT&E center at the Naval Air Warfare Center, China Lake, CA. Additional synergistic realignments for W&A was achieved at two receiver sites for specific focus. The Naval Surface Warfare Center, Dahlgren, VA, is a receiver specialty site for Naval surface weapons systems integration and receives a west coast site for consolidation. This construct creates an integrated W&A RDAT&E center in China Lake, CA, energetics center at Indian Head, MD, and consolidates Navy surface weapons system integration at Dahlgren, VA. All actions relocate technical facilities with lower overall quantitative Military Value (across Research, Development & Acquisition and Test & Evaluation) into the Integrated RDAT&E center and other receiver sites with greater quantitative Military Value. Consolidating the Navy's air-to-air, air-to-ground, and surface launched missile RD&A, and T&E activities at China Lake, CA, would create an efficient integrated RDAT&E center. China Lake is able to accommodate with minor modification/addition both mission and lifecycle/ sustainment functions to create synergies between these traditionally independent communities.

During the other large scale movements of W&A capabilities noted above, Weapon System Integration was specifically addressed to preserve the synergies between large highly integrated control system developments (Weapon Systems Integration) and the weapon system developments themselves. A specialty site for Naval Surface Warfare was identified at Dahlgren, VA, that was unique to the services and a centroid for Navy surface ship developments. A satellite unit from the Naval Surface Warfare Center, Port Hueneme, San Diego Detachment will be relocated to Dahlgren.

The Integrated RDAT&E Center at China Lake provides a diverse set of open-air range and test environments (desert, mountain, forest) for W&A RDAT&E functions. Synergy will be realized in air-to-air, air-to-ground, and surface launched mission areas. This recommendation enables technical synergy, and positions the Department of Defense to exploit center-of-mass scientific, technical and acquisition expertise with weapons and armament Research, Development & Acquisition that currently resides at 10 locations into the one Integrated RDAT&E site, one specialty site, and an energetics site.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$358.1M. The net of all costs and savings to the Department during the implementation period is a cost of \$148.7M. Annual recurring savings to the Department after implementation are \$59.7M with a payback expected in 7 years. The net present value of the costs and savings to the Department over 20 years is a savings of \$433.4M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 375 jobs (258 direct jobs and 117 indirect jobs) over the 2006-2011 period in the Martin County, IN, economic area, which is 4.4 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 543 jobs (258 direct jobs and 285 indirect jobs) over the 2006-2011 period in the Lexington Park, MD, Micropolitan Statistical Area, which is 1.0 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 5,012 jobs (2,250 direct jobs and 2,762 indirect jobs) over the 2006-2011 period in the Oxnard-Thousand Oaks-Ventura, CA, Metropolitan Statistical Area, which is 1.2 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 97 jobs (47 direct jobs and 50 indirect jobs) over the 2006-2011 period in the San Diego-Carlsbad-San Marcos, CA, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 76 jobs (45 direct jobs and 31 indirect jobs) over the 2006-2011 period in the Santa Ana-Anaheim-Irvine, CA, Metropolitan Division, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 142 jobs (61 direct jobs and 81 indirect jobs) over the 2006-2011 period in the Virginia Beach-Norfolk-Newport News, VA-NC, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 91 jobs (52 direct jobs and 39 indirect jobs) over the 2006-2011 period in the Washington-Arlington-Alexandria, DC-VA-MD-WV, Metropolitan Division, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 333 jobs (155 direct jobs and 178 indirect jobs) over the 2006-2011 period in the King George County, VA, economic area, which is 2.4 percent of economic area employment.

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

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: This recommendation has the potential to impact air quality at Indian Head and China Lake. Archeological and historical sites exist on NSWC Dahlgren, which may impact current construction and operations. This recommendation has the potential to impact land use constraints or sensitive resource areas at Indian Head and China Lake. This recommendation has no impact on dredging; marine mammals, resources, or sanctuaries; noise; threatened and endangered species or critical habitat; waste management; water resources; or wetlands. This recommendation will require spending approximately \$0.2M for waste management activities and \$1.1M for environmental compliance activities. These costs were included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management, and environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the bases in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Create an Integrated Weapons & Armaments Specialty Site for Guns and Ammunition

Recommendation: Realign the Adelphi Laboratory Center, MD, by relocating gun and ammunition Research and Development & Acquisition to Picatinny Arsenal, NJ.

Realign Naval Surface Warfare Center Division Crane, IN, by relocating gun and ammunition Research and Development & Acquisition to Picatinny Arsenal, NJ.

Realign the Fallbrook, CA, detachment of Naval Surface Warfare Center Division Crane, IN, by relocating gun and ammunition Research and Development & Acquisition to Picatinny Arsenal, NJ.

Realign Naval Surface Warfare Center Division Dahlgren, VA, by relocating gun and ammunition Research and Development & Acquisition to Picatinny Arsenal, NJ.

Realign the Louisville, KY, detachment of Naval Surface Warfare Center Division Port Hueneme, CA, by relocating gun and ammunition Research and Development & Acquisition to Picatinny Arsenal, NJ.

Realign Naval Air Warfare Center Weapons Division China Lake, CA, by relocating gun and ammunition Research and Development & Acquisition to Picatinny Arsenal, NJ.

Realign Naval Surface Warfare Center Division Indian Head, MD, by relocating gun and ammunition Research and Development & Acquisition to Picatinny Arsenal, NJ.

Realign Naval Surface Warfare Center Division Earle, NJ, by relocating weapon and armament packaging Research and Development & Acquisition to Picatinny Arsenal, NJ.

Justification: This recommendation realigns and consolidates those gun and ammunition facilities working in Weapons and Armaments (W&A) Research (R), Development & Acquisition (D&A). This realignment would result in a more robust joint center for gun and ammunition Research, Development & Acquisition at Picatinny Arsenal, NJ. This location is already the greatest concentration of military value in gun and ammunition W&A RD&A.

Picatinny Arsenal is the center-of-mass for DoD's Research, Development & Acquisition of guns and ammunition, with a workload more than an order of magnitude greater than any other DoD facility in this area. It also is home to the DoD's Single Manager for Conventional Ammunition. Movement of all the Services' guns and ammunition work to Picatinny Arsenal will create a joint center of excellence and provide synergy in armament development for the near future and beyond, featuring a Joint Packaging, Handling, Shipping and Transportation (PHS&T) Center, particularly important in this current time of high demand for guns and ammunition by all the services. Technical facilities with lower quantitative military value are relocated to Picatinny Arsenal.

This recommendation includes Research, Development & Acquisition activities in the Army and Navy. It promotes jointness, enables technical synergy, and positions the Department of Defense to exploit center-of-mass scientific, technical, and acquisition expertise within the weapons and armament Research, Development & Acquisition community that currently resides at this DoD specialty location.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$116.3M. The net of all costs and savings to the Department during the implementation period is cost of \$81.2M. Annual recurring savings to the Department after implementation are \$11.3M with a payback expected in 13 years. The net present value of the costs and savings to the Department over 20 years is a savings of \$32.6M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 11 jobs (5 direct jobs and 6 indirect jobs) over the 2006-2011 period in Bakersfield, CA, Metropolitan Statistical Area which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 83 jobs (43 direct jobs and 40 indirect jobs) over the 2006-2011 period in the Bethesda-Frederick-Gaithersburg, MD, Metropolitan Division, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 421 jobs (289 direct jobs and 132 indirect jobs) over the 2006-2011 period in Martin County, IN, economic area, which is 4.9 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 126 jobs (67 direct jobs and 59 indirect jobs) over the 2006-2011 periods in the Edison, NJ, Metropolitan Division, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 506 jobs (296 direct jobs and 210 indirect jobs) over the 2006-2011 periods in the Louisville, KY-IN, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 302 jobs (146 direct jobs and 156 indirect jobs) over the 2006-2011 periods in the San Diego-Carlsbad-San Marcos, CA, Metropolitan Statistical Area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 76 jobs (43 direct jobs and 33 indirect jobs) over the 2006-2011 periods in the Washington-Arlington-Alexandria, DC-VA-MD-WV, Metropolitan Division, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 202 jobs (93 direct jobs and 109 indirect jobs) over the 2006-2011 periods in the King George County, VA, economic area, which is 1.4 percent of economic area employment.

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

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: This recommendation is expected to impact air quality at Picatinny, which is in severe non-attainment for Ozone. This recommendation may have a minimal effect on cultural resources at Picatinny. Additional operations may further impact threatened/endangered species at Picatinny, leading to additional restrictions on training or operations. This recommendation has no impact on dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; waste management; or wetlands. This

recommendation will require spending approximately \$0.3M for environmental compliance activities. This cost was included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management, and environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the bases in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

Navy Sensors, Electronic Warfare, and Electronics Research, Development & Acquisition, Test & Evaluation

Recommendation: Realign Naval Air Warfare Center, Weapons Division, Point Mugu, CA. Relocate the Sensors, Electronic Warfare (EW), and Electronics Research, Development, Acquisition, Test & Evaluation (RDAT&E) functions to Naval Air Warfare Center, Weapons Division, China Lake, CA.

Justification: Consolidating the Sensors, EW, and Electronics RDAT&E functions at China Lake will eliminate redundant infrastructure between Point Mugu and China Lake and provide for the more efficient use of the remaining assets including the Electronic Combat Range and other integration laboratories at China Lake.

Payback: The total estimated one-time cost to implement this recommendation is \$72.7M. The net of all costs and savings to the Department of Defense during the implementation period is a cost of \$50.9M. Annual recurring savings to the Department after implementation are \$6.7M with a payback expected in 12 years. The net present value of the costs and savings to the Department over 20 years is a savings to the Department of \$16.9M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,075 jobs (479 direct jobs and 596 indirect jobs) over the 2006-2011 period in the Oxnard-Thousand Oaks-Ventura, CA, Metropolitan Statistical Area economic area, which is 0.3 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces, and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: An air conformity determination will be needed. Industrial waste management permits may need to be amended and additional water resources may be necessary at China Lake to accommodate new mission. This recommendation has no impact on cultural, archeological, or tribal resources; dredging; land use constraints or sensitive resource areas; marine mammals, resources, or sanctuaries; noise; threatened and endangered species or critical habitat; waste management; or wetlands. This recommendation will require spending approximately less than \$0.04M for waste management and environmental compliance activities. These costs were included in the payback calculation. This recommendation does not otherwise impact the costs of environmental restoration, waste management, or environmental compliance activities. The aggregate environmental impact of all recommended BRAC actions affecting the bases in this recommendation has been reviewed. There are no known environmental impediments to implementation of this recommendation.

SOURCE: California Institute for Federal Policy Research – <http://www.calinst.org>