

# **UNCLASSIFIED**

## **TRAINING CATEGORY**

### **DESCRIPTION OF CATEGORY**

#### **Technical Training Centers**

The primary purpose of bases in this category is to train Air Force personnel in a variety of technical skills. Important attributes required by bases in this category are:

- Classroom/training facilities
- Student billeting
- Unique course requirements
- Administrative space

Bases in this category are:

Goodfellow AFB, Texas  
Keesler AFB, Mississippi  
Lackland AFB, Texas  
Lowry AFB, Colorado  
Sheppard AFB, Texas

# **UNCLASSIFIED**

# **UNCLASSIFIED**

## **TRAINING CATEGORY CAPACITY ANALYSIS**

### **Technical Training Centers**

The force structure reflected in the DoD Force Structure Plan significantly decreases the requirement for trained personnel. The Air Force will cut enlisted accessions by more than 25 percent to approximately 30,000 per year.

Based on these reductions the Air Force foresees significant excess capacity at its Technical Training Centers even with the previously announced closure of Chanute AFB, Illinois. By consolidating from six to four Technical Training Centers, the Air Force can attain significant economies and retain a capacity to surge.

**UNCLASSIFIED**

# UNCLASSIFIED

## LOWRY AIR FORCE BASE

**Recommendation:** Lowry Air Force Base, Colorado, is recommended for closure. The Lowry Technical Training Center will inactivate. Courses currently conducted at Lowry Air Force Base will be consolidated at remaining Technical Training Centers, contracted, or relocated to other locations. The 1001st Space Systems Squadron, Defense Finance and Accounting Service, and Air Force Reserve Personnel Center will remain at Lowry Air Force Base in cantonment areas. No housing (unaccompanied and family), community support, recreation, or other base support facilities will be retained. Major tenant units relocating are: 3320th Correctional Squadron to Lackland AFB, Texas; and the U.S. Army instructor and support cadre to Keesler AFB, Mississippi. All other personnel will depart. Courses from Chanute AFB, Illinois, realigned to Lowry by the 1988 Base Closure Commission will, instead, realign to various other locations.

**Justification:** The Air Force has one more Technical Training Center base than needed to support reduced Air Force enlisted accessions (30,000 per year). All Technical Training Center bases were considered for closure equally in a process that conformed to the Defense Base Closure and Realignment Act of 1990 and the Office of Secretary of Defense (OSD) guidance. Each base was evaluated against the eight DoD selection criteria and a large number of subelements specific to Air Force bases and missions. The selection process involved the evaluation of a large number of subelements of the criteria by the Base Closure Executive Group (BCEG), a group of five general officers and five senior civilians appointed by the Secretary of the Air Force. The decision to close Lowry Air Force Base was made by the Secretary of the Air Force with advice of the Air Force Chief of Staff and in consultation with the BCEG.

As with the other categories, it was difficult to select closure candidates. All Technical Training Center bases are in generally good condition with strong community support. Distinctions can be drawn, however, when the data are evaluated against all eight of the DoD selection criteria and Air Force subelements. Lowry Air Force Base ranked low and is recommended for closure. While Lowry Air Force Base's ranking rests on the combined results of applying the eight DoD selection criteria, rather than one or two specific deficiencies, a few points stand out. Lowry Air Force Base's facilities ranked below the category average. The lack of a runway limited this base's overall long term military value and its ability to accept additional missions across a broad spectrum. Although not part of the cost analysis, Lowry Air Force Base has one of the highest potentials to return substantial proceeds from property disposal to the Base Closure Account. Finally, the closure of Lowry Air Force Base would reduce excess capacity with favorable savings.

The closure of Lowry Air Force Base will have an impact on the local economy, although it is relatively the least severe of any of the Technical Training Center bases. It is projected to result in a population loss of approximately 9,500 persons, direct and indirect employment loss of nearly 12,000 jobs, and regional income loss of nearly 295 million dollars. These losses are in contrast to a regional population of nearly 1,600,000, available jobs of nearly 1,000,000, and regional annual income of approximately 28 billion dollars.

# UNCLASSIFIED

# UNCLASSIFIED

By the end of FY 97, the net cost of implementing this recommendation is about \$49M. This cost could be reduced by approximately \$100M in land value. Annual savings after implementation are expected to be \$54.2M. All values are in TY\$.

UNCLASSIFIED

# UNCLASSIFIED

## TRAINING CATEGORY

### Technical Training Centers

#### SPECIFIC ACTIONS/IMPLEMENTATION PLAN

Lowry AFB, Colorado

<u>Unit</u>	<u>Disposition</u>
Lowry Technical Training Center .....	Inactivates
1001st Space System Squadron .....	Remains
Defense Finance and Accounting Service .....	Remains
AF Reserve Personnel Center .....	Remains
3320th Correctional Squadron .....	Relocates to Lackland AFB, Texas
U.S. Army Cadre .....	Relocates to Keesler AFB, Mississippi
Courses designated for Lowry AFB by 1988 Base Closure Commission .....	TBD

UNCLASSIFIED

**UNCLASSIFIED**

**TRAINING CATEGORY  
TECHNICAL TRAINING CENTERS  
CRITERIA**

**UNCLASSIFIED**

UNCLASSIFIED

I. THE CURRENT AND FUTURE MISSION REQUIREMENTS AND THE IMPACT ON OPERATIONAL READINESS OF DOD

CLOSURE RATING (G,Y,R)

1. Are existing Trained Personnel Requirements (TPR) for base's primary mission remaining in the Air Force?

GREEN - Air Force requires TPR over FYDP - no programmed reductions  
YELLOW - Air Force requires TPR over FYDP - but has programmed reductions  
RED - No TPR or TPR is being phased out

2. Does the base have an active runway?

GREEN - Yes  
RED - No

3. If there is force structure to support other categories at the base, will they remain in the inventory?

GREEN - Force structure is a key part of the force structure plan no programmed reductions  
YELLOW - Force structure is an integral part of the force structure plan - but has programmed reductions  
RED - No or Force structure is being phased out in the force structure plan

	TPR	ACTIVE RUNWAY	OTHER CATEGORY SUPPORT
GOODFELLOW	Y	R	R
KEESLER	Y	G	G
LACKLAND	Y	R	R*
LOWRY	Y	R	R**
SHEPPARD	Y	G	G

\* supports BMT, OTS, and Wilford Hall

\*\* supports DFAS (old AFAFC)

UNCLASSIFIED

**UNCLASSIFIED  
TRAINING CATEGORY  
TECHNICAL TRAINING CENTERS CRITERIA**

**II. AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS**

**1. Are there unique facilities at the installation which must be replicated if the base is closed? (High cost specialized facilities)**

GREEN - Yes, unique facilities exists  
RED - No, unique facilities exists

**2A. Existing Associated Airspace encroachment (special use airspace)**

**MOAs and Restricted Airspace**

GREEN - Civil and commercial aviation development generally compatible with existing military operating areas and restricted airspace  
YELLOW - Civil and commercial aviation development impacts access to some (limited) MOAs. Near-term development of MOAs or restricted airspace may be limited  
RED - Civil and commercial aviation dominates the development of, and access to MOAs. Near-term development of MOAs or restricted airspace incompatible

**Auxiliary Airfields**

GREEN - Regional development generally compatible with Auxuxiliary Airfields use  
YELLOW - Regional development incompatible in some (limited) areas, creating some restrictions on Auxiliary Airfield use  
RED - Regional development severely incompatible in many areas, causing major modifications or severely limit access to Auxiliary Airfields

**Low Level Routes**

GREEN - Regional development generally compatible with low level route access  
YELLOW - Regional development incompatible in some (limited) areas, creating restrictions on low level route structure  
RED - Regional development severely incompatible in many areas, causing major modifications to low level routes

**UNCLASSIFIED**

**UNCLASSIFIED**  
**TRAINING CATEGORY**  
**TECHNICAL TRAINING CENTERS CRITERIA**

**Criteria II (Cont)**

**2B. Future Associated Airspace Encroachment (special use airspace)**

**MOAs and Restricted Airspace**

**GREEN** - Future civil and commercial aviation development generally expected to remain compatible with existing military operating areas and restricted airspace

**YELLOW** - Future civil and commercial aviation development may impact access to some (limited) MOAs. Future development of MOAs or restricted airspace may be limited

**RED** - Future civil and commercial aviation may predominate the area and access to MOAs may become severely limited. Future development of MOAs or restricted airspace may be limited

**Auxiliary Airfields**

**GREEN** - Future regional development generally expected to be compatible with Auxiliary Airfield

**YELLOW** - Future regional development may become incompatible in some (limited) areas, creating some restrictions on access to Auxiliary Airfields

**RED** - Future regional development may become severely incompatible in many areas, causing major modifications to Auxiliary Airfield

**Low Level Routes**

**GREEN** - Future regional development generally expected to be compatible with low level route access

**YELLOW** - Future regional development may become incompatible in some (limited) areas, creating restrictions on low level route structure

**RED** - Future regional development may become severely incompatible in many areas, causing major modifications to low level routes

**UNCLASSIFIED**

**UNCLASSIFIED**  
**TRAINING CATEGORY**  
**TECHNICAL TRAINING CENTERS CRITERIA**

**Criteria II (Cont)**

**3. Facilities capacity:**

**Base**

**GREEN** > or = to the mean  
**YELLOW** > or = to -1 standard deviation and < the mean  
**RED** < -1 standard deviation

**Housing**

**GREEN** > or = to the mean  
**YELLOW** > or = to -1 standard deviation and < the mean  
**RED** < -1 standard deviation

**4. Facilities condition:**

**Base**

**A. Condition**

**GREEN** > or = to the mean  
**YELLOW** > or = to -1 standard deviation and < the mean  
**RED** < -1 standard deviation

**B. Cost:**

**GREEN** < or = to the mean  
**YELLOW** > the mean and < or = to +1 standard deviation  
**RED** > +1 standard deviation

**Housing**

**A. Condition**

**GREEN** > or = to the mean  
**YELLOW** > or = to -1 standard deviation and < the mean  
**RED** < -1 standard deviation

**B. Cost:**

**GREEN** < or = to the mean  
**YELLOW** > the mean and < or = to +1 standard deviation  
**RED** > +1 standard deviation

**UNCLASSIFIED**

**UNCLASSIFIED**  
**TRAINING CATEGORY**  
**TECHNICAL TRAINING CENTERS CRITERIA**

**II. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS.**

**1. Are there unique facilities at the installation which must be replicated if the base is closed?**

**GREEN - Yes**  
**RED - No**

	<b>UNIQUE FACILITIES</b>
<b>GOODFELLOW</b>	<b>G</b>
<b>KEESLER</b>	<b>G</b>
<b>LACKLAND</b>	<b>G</b>
<b>LOWRY</b>	<b>G</b>
<b>SHEPPARD</b>	<b>G</b>

**UNCLASSIFIED**

**UNCLASSIFIED  
TRAINING CATEGORY  
TECHNICAL TRAINING CENTERS CRITERIA**

**II. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS**

**2. Existing Associated Airspace Encroachment (SPECIAL USE AIRSPACE)**

**2.A Existing Local/Regional Community Encroachment**

	<b>MOAs/RA</b>	<b>AUX AIRFIELD</b>	<b>LOW LEVEL</b>
<b>GOODFELLOW</b>	N/A	N/A	N/A
<b>KESLER</b>	G	G	G
<b>LACKLAND</b>	N/A	N/A	N/A
<b>LOWRY</b>	N/A	N/A	N/A
<b>SHEPPARD</b>	G	Y	G

**GREEN** - Civil and commercial aviation development generally compatible with existing Military Operating Areas and Restricted Airspace

**YELLOW** - Civil and commercial aviation development impacts access to some (limited) MOAs. Near term development of MOAs or Restricted Airspace may be limited.

**RED** - Civil and commercial aviation dominates the development of and access to MOAs. Near-term development of MOAs or Restricted Airspace incompatible

**GREEN** - Regional development generally compatible with access to Auxiliary Airfield activity

**YELLOW** - Regional development incompatible in some (limited) areas, creating restrictions on Auxiliary Airfield activities

**RED** - Regional development severely incompatible in many areas, causing major modifications to Auxiliary Airfield access, or severely limits access to MOAs

**GREEN** - Regional development generally compatible with low-level route access

**YELLOW** - Regional development incompatible in some (limited) areas, creating restrictions on low level route structure

**RED** - Regional development severely incompatible in many areas, causing major modifications to low level routes

**UNCLASSIFIED**  
**TRAINING CATEGORY**  
**TECHNICAL TRAINING CENTERS CRITERIA**

**II. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE FOR BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS**

2. Associated Airspace Encroachment (Special Use Airspace)  
 2.B Future Local/Regional Community Encroachment

	MOAs/RA	AUX AIRFIELD	LOW LEVEL
GOODFELLOW	N/A	N/A	N/A
KEESLER	G	G	G
LACKLAND	N/A	N/A	N/A
LOWRY	N/A	N/A	N/A
SHEPPARD	G	Y	G

**GREEN** - Future civil and commercial aviation development generally expected to remain compatible with existing Military Operating Areas and Restricted Airspace

**YELLOW** - Future civil and commercial aviation development may impact access to some (limited) MOAs. Future development of Restricted Airspace may be limited.

**RED** - Future civil and commercial aviation may predominate the area and access to MOAs may become severely limited. Future development of Restricted Airspace incompatible

**GREEN** - Future regional development generally expected to compatible with access to Air-to-Ground ranges

**YELLOW** - Future regional development may become incompatible in some (limited) areas, creating restrictions on access to Air-to-Ground ranges

**RED** - Future regional development may become severely incompatible in many areas, causing major modifications to Air-to-Ground range access

**GREEN** - Future regional development generally expected to be compatible with low-level route access

**YELLOW** - Future regional development may become incompatible in some (limited) areas, creating restrictions on low level route structure

**RED** - Future regional development may become severely incompatible in many areas, causing major modifications to low level routes

**UNCLASSIFIED**

**UNCLASSIFIED  
TRAINING CATEGORY  
TECHNICAL TRAINING CENTERS CRITERIA**

**II. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS.**

**3. Facilities capacity:**

Base

GREEN > or = to the mean  
YELLOW > or = to -1 standard deviation and < the mean

RED < -1 standard deviation

Housing

GREEN > or = to the mean

YELLOW > or = to -1 standard deviation and < the mean

RED < -1 standard deviation

**4. Facilities condition:**

Base

A. Condition

GREEN > or = to the mean

YELLOW > or = to -1 standard deviation and < the mean

RED < -1 standard deviation

B. Cost:

GREEN < or = to the mean

YELLOW > the mean and < or = to +1 standard deviation

RED > +1 standard deviation

Housing

A. Condition

GREEN > or = to the mean

YELLOW > or = to -1 standard deviation and < the mean

RED < -1 standard deviation

B. Cost:

GREEN < or = to the mean

YELLOW > the mean and < or = to +1 standard deviation

RED > +1 standard deviation

	CAPACITY BASE/HOUSING		CONDITION BASE/HOUSING		COST BASE/HOUSING	
GOODFELLOW	R	R	R	G	Y	G
KEESLER	G	G	G	G	G	G
LACKLAND	G	Y	Y	R	Y	R
LOWRY	G	Y	Y	Y	R	Y
SHEPPARD	G	G	G	G	G	G

UNCL ASSIFIED

**UNCLASSIFIED**  
**TRAINING CATEGORY**  
**TECHNICAL TRAINING CENTERS CRITERIA**

**II. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS**

**5.A Existing Local/Regional Community Encroachment**

	<b>APZ</b>	<b>NOISE</b>	<b>ENVIRONS AIRSPACE</b>
<b>GOODFELLOW</b>	N/A	N/A	N/A
<b>KESLER</b>	Y	Y	G
<b>LACKLAND</b>	N/A	N/A	N/A
<b>LOWRY</b>	N/A	N/A	N/A
<b>SHEPPARD</b>	Y	G	G

**GREEN** - Off-base development generally compatible with accident potential zones and quantity-distance criteria

**YELLOW** - Off-base development incompatible in some (limited) areas construction/operations.

**RED** - Off-base development incompatible with accident potential zones, or quantity-distance safety criteria

**GREEN** - Off-base development generally compatible with Air Installation Compatible Use Zone noise recommendations

**YELLOW** - Off-base development incompatible in some (limited) areas

**RED** - Off-base development incompatible in many areas, or many people exposed to high noise levels

**GREEN** - Airspace encroachment is LOW and little or no operational adjustments made

**YELLOW** - Airspace encroachment is moderate and may require limited operational adjustments

**RED** - Airspace encroachment is high and requires substantial operational adjustment

**UNCLASSIFIED**

**UNCLASSIFIED  
TRAINING CATEGORY  
TECHNICAL TRAINING CENTERS CRITERIA**

**II. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND RECEIVING LOCATIONS**

**5.B Future Local/Regional Community Encroachment**

	<b>APZ</b>	<b>NOISE</b>	<b>ENVIRONS AIRSPACE</b>
GOODFELLOW	N/A	N/A	N/A
KEESLER	Y	Y	G
LACKLAND	N/A	N/A	N/A
LOWRY	N/A	N/A	N/A
SHEPPARD	Y	G	Y

**GREEN** - Future off-base development generally expected to remain compatible with accident potential zones and quantity-distance criteria

**YELLOW** - Future off-base development may become incompatible in some (limited) areas construction/operations.

**RED** - Future off-base development may become incompatible with accident potential zones, or quantity-distance safety criteria

**GREEN** - Future off-base development generally expected to be compatible with Air Installation Compatible Use Zone noise recommendations

**YELLOW** - Future off-base development may become incompatible in some (limited) areas

**RED** - Future off-base development may become incompatible in many areas, or many people exposed to high noise levels

**GREEN** - Potential for encroachment is **LOW** and little or no operational adjustments anticipated

**YELLOW** - Potential for encroachment is moderate and may require limited operational adjustments

**RED** - Potential for encroachment is high and may require substantial operational adjustments

**UNCLASSIFIED**  
**TRAINING CATEGORY**  
**TECHNICAL TRAINING CENTERS CRITERIA**

**II. THE AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS.**

**6. What are the number of major missions supported?  
(Primary plus any other(s))**

**GREEN - > 3**  
**YELLOW - 2 to 3**  
**RED - 1 or none**

**OTHER MISSIONS**

<b>GOODFELLOW</b>	<b>R</b>
<b>KEESLER</b>	<b>Y</b>
<b>LACKLAND</b>	<b>G</b>
<b>LOWRY</b>	<b>Y</b>
<b>SHEPPARD</b>	<b>Y</b>

**UNCLASSIFIED**

**UNCLASSIFIED  
TRAINING CATEGORY  
TECHNICAL TRAINING CENTERS CRITERIA**

**II. AVAILABILITY AND CONDITION OF LAND, FACILITIES, AND ASSOCIATED AIRSPACE AT BOTH THE EXISTING AND POTENTIAL RECEIVING LOCATIONS**

	Unique Facilities	EAE	FAE	Cap	Cond	Cost	ECOM	FCOM
	Other Missions	MOAs & Rest Auxiliary Airfields	MOAs & Rest Aux Airfield	Base Facilities Family Housing	Base Facilities Family Housing	Base Facilities Family Housing	APZs Noise Environ	APZs Noise Environ
		LL Run	LL Run					
GOODFELLOW	G R	* *	* *	R R	R G	YG	* * *	* * *
KEESLER	G Y	G G G	G G G	G G	G G	GG	Y Y G	Y Y G
LACKLAND	G G	* * *	* * *	G Y	Y R	YR	* * *	* * *
LOWRY	G Y	* * *	* * *	G Y	Y Y	RY	* * *	* * *
SHEPPARD	G Y	G Y G	G Y G	G G	G G	GG	Y G G	Y G Y

\* NO ACTIVE RUNWAY



**UNCLASSIFIED  
TRAINING CATEGORY  
TECHNICAL TRAINING CENTERS CRITERIA**

**IV. THE COST AND MANPOWER IMPLICATIONS**

1. **ONE TIME CLOSURE COSTS:** Programming impact; excludes one-time environmental impact which is included in criteria #8.
2. **20 YEAR NET PRESENT VALUE (NPV) OF SAVINGS:** Shows savings (positive number) derived by discounting costs and savings over a 20 year period
3. **NET STEADY STATE SAVINGS:** The annual recurring savings which result from avoiding the operating and personnel costs of the closed base as offset by the annual recurring costs such as CHAMPUS and housing as a result of closing the base
4. **MANPOWER REDUCTIONS:** Support manpower spaces eliminated as a result of closing the base

**V. THE EXTENT AND TIMING OF POTENTIAL COSTS AND SAVINGS, INCLUDING THE NUMBER OF YEARS, BEGINNING WITH THE DATE OF COMPLETION OF THE CLOSURE OR REALIGNMENT, FOR THE SAVINGS TO EXCEED THE COSTS.**

1. **INVESTMENT PAYBACK:** Years elapsed from closure year to payback. Payback computed from Net Present Value analysis using OMB Circular A-94

**UNCLASSIFIED**

**UNCLASSIFIED**  
**TRAINING CATEGORY**  
**TECHNICAL TRAINING CENTERS CRITERIA**

**IV COST AND MANPOWER  
IMPLICATIONS**

	ONE TIME CLOSURE COSTS		20 YEAR NPV (\$M)	STEADY STATE NET SAVINGS	MANPOWER REDUCTIONS
	(TY\$M)	(CY\$M)			
GOODFELLOW	174.9	154.9	127	34.0	808
KEESLER	272.9	241.8	(146)	12.5	1116
LACKLAND	542.6	478.8	(1)	50.4	973
LOWRY	266.8	227.7	125	44.5	900
SHEPPARD	463.1	408.2	8	39.9	909

**V RETURN ON  
INVESTMENT**

YEARS TO PAYBACK	
	6
Beyond	20
Beyond	10
	7
Beyond	10

**UNCLASSIFIED**

**UNCLASSIFIED  
TRAINING CATEGORY  
TECHNICAL TRAINING CENTERS CRITERIA**

**LAND VALUE ANALYSIS - SUMMARY of TECHNICAL TRAINING CENTERS**

	NPL	Rural	Small City	Urban	Overall	Overall summary
GOODFELLOW	R	G			G-	<u>Hard to sell, negligible return (G)</u>
KEESLER	R			R	G-	<u>Low proceeds, if any (G-)</u>
LACKLAND	R			R	R	Sheppard, Keesler* Goodfellow
LOWRY	R			R	R+	<u>Hard to sell, possibly good return someday (Y)</u>
SHEPPARD	R		Y		G-	None

Best and Earliest Return (R)  
Lackland\*\*  
Lowry\*\*\*

Note: Air Force experience with closing bases led to the conclusion that the near term potential for revenue from property sales would be too uncertain to include it as a formal element in the cost analysis. However, this information was available to and considered by the BCEG in its deliberations.

- \* Resort area; may increase proceeds
- \*\* Depressed real estate market
- \*\*\*Local zoning problems

UNCLASSIFIED

**UNCLASSIFIED**  
**TRAINING CATEGORY**  
**TECHNICAL TRAINING CENTERS CRITERIA**

**VI. THE ECONOMIC IMPACT ON COMMUNITIES.**

- |    |   |   |
|----|---|---|
| 1. | <b>EMPLOYMENT</b>   | <b>GREEN</b> - Reductions exceed historic high reduction (1969-1987)<br><b>YELLOW</b> - Reductions are between 50% of the historic high reduction and the historic high reduction (1969-1987)<br><b>RED</b> - Reductions are less than 50% of historic high reduction (1969-1987), or negligible  |
| 2. | <b>POPULATION</b>   | <b>GREEN</b> - Reductions exceed historic high reductions (1969-1987)<br><b>YELLOW</b> - Reductions are between 50% of the historic high reduction and the historic high reduction (1969-1987)<br><b>RED</b> - Reductions are less than 50% of the historic high reduction (1969-1987), or negligible   |
| 3. | <b>INCOME</b>   | <b>GREEN</b> - Reductions exceed historic high reductions (1969-1987)<br><b>YELLOW</b> - Reductions are between 50% of the historic high reduction and the historic high reduction<br><b>RED</b> - Reductions are less than 50% of the historic high reduction (1969-1987), or negligible   |
| 4. | <b>LOCAL GOVERNMENT<br/>OPERATING REVENUES<br/>EXPENDITURES</b> | <b>GREEN</b> - The net fiscal impact on local government is negative and comparatively large.<br>(Expenditures savings are less than 75% of revenue losses)<br><b>YELLOW</b> - The net fiscal impact on local government is negative, but comparatively small.<br>(Expenditures savings are 75% or more of revenue losses)<br><b>RED</b> - The net fiscal impact on local government is neutral or positive. (Expenditures savings exceed revenue losses) |
| 5. | <b>INSTALLATION<br/>RESTORATION<br/>PROGRAMS (IRP)</b>          | <b>GREEN</b> - Actual clean-up time is estimated to be lengthy (> 5 yrs)<br><b>YELLOW</b> - Actual clean-up time is moderate (about 5 yrs)<br><b>RED</b> - Actual clean-up time is estimated to be relatively short (< 5 yrs)   |

**UNCLASSIFIED**

**UNCLASSIFIED  
TRAINING CATEGORY  
TECHNICAL TRAINING CENTERS CRITERIA**

**VI. ECONOMIC IMPACT ON COMMUNITIES**

**EMPLOYMENT (crit. 1)**

**GOODFELLOW  
KEESLER  
LACKLAND  
LOWRY  
SHEPPARD**

**G  
G  
G  
R  
G**

**GREEN - Reductions exceed historic high reduction (1969-1987)**

**YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction (1969-1987)**

**RED - Reductions are less than 50% of historic high reduction (1969-1987), or negligible**

**UNCLASSIFIED**

**UNCLASSIFIED**  
**TRAINING CATEGORY**  
**TECHNICAL TRAINING CENTERS CRITERIA**

**VI. ECONOMIC IMPACT ON COMMUNITIES**

**POPULATION (crit. 2)**

**GOODFELLOW**  
**KEESLER**  
**LACKLAND**  
**LOWRY**  
**SHEPPARD**

**G**  
**G**  
**G**  
**R**  
**G**

**GREEN** - Reductions exceed historic high reduction (1969-1987)

**YELLOW** - Reductions are between 50% of the historic high reduction and the historic high reduction (1969-1987)

**RED** - Reductions are less than 50% of historic high reduction (1969-1987), or negligible

**UNCLASSIFIED**

**UNCLASSIFIED  
TRAINING CATEGORY  
TECHNICAL TRAINING CENTERS CRITERIA**

**VI. ECONOMIC IMPACT ON COMMUNITIES**

**INCOME (crit. 3)**

**GOODFELLOW  
KEESLER  
LACKLAND  
LOWRY  
SHEPPARD**

**G  
G  
G  
R  
G**

**GREEN - Reductions exceed historic high reduction (1969-1987)  
YELLOW - Reductions are between 50% of the historic high reduction and the historic high reduction (1969-1987)  
RED - Reductions are less than 50% of historic high reduction (1969-1987), or negligible**

**UNCLASSIFIED**

**UNCLASSIFIED**  
**TRAINING CATEGORY**  
**TECHNICAL TRAINING CENTERS CRITERIA**

**VI. ECONOMIC IMPACT ON COMMUNITIES**

**LOCAL GOVERNMENT OPERATING REVENUES/EXPENDITURES (crit. 4)**

**GOODFELLOW**  
**KEESLER**  
**LACKLAND**  
**LOWRY**  
**SHEPPARD**

**Y**  
**G**  
**G**  
**G**  
**Y**

**GREEN** - The net fiscal impact on local government is negative and comparatively large. (Expenditures savings are less than 75% of revenue losses.)

**YELLOW** - The net fiscal impact on local government is negative, but comparatively small. (Expenditures savings are 75% or more of revenue losses.)

**RED** - The net fiscal impact on local government is neutral or positive. (Expenditures savings exceed revenue losses.)

**UNCLASSIFIED**

**UNCLASSIFIED  
TRAINING CATEGORY  
TECHNICAL TRAINING CENTERS CRITERIA**

**VI. ECONOMIC IMPACT ON COMMUNITIES**

**INSTALLATION RESTORATION PROGRAMS (IRP) (crit. 5)**

**GOODFELLOW  
KEESLER  
LACKLAND  
LOWRY  
SHEPPARD**

**R  
Y  
R  
R  
R**

**GREEN - Actual clean-up time is estimated to be lengthy (greater than 5 years).  
YELLOW - Actual clean-up time is estimated to be moderate (about 5 years).  
RED - Actual clean-up time is estimated to be relatively short (within 5 years).**

**UNCL<sup>A</sup>SSIFIED**

**UNCLASSIFIED**  
**TRAINING CATEGORY**  
**TECHNICAL TRAINING CENTERS CRITERIA**

**VI. ECONOMIC IMPACT ON COMMUNITIES**

	<b>EMPLOYMENT</b>	<b>POPULATION</b>	<b>INCOME</b>	<b>LOCAL GOVERNMENT OPERATING REVENUES /EXPENDITURES</b>	<b>IRP</b>
<b>GOODFELLOW</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>Y</b>	<b>R</b>
<b>KESLER</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>Y</b>
<b>LACKLAND</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>R</b>
<b>LOWRY</b>	<b>R</b>	<b>R</b>	<b>R</b>	<b>G</b>	<b>R</b>
<b>SHEPPARD</b>	<b>G</b>	<b>G</b>	<b>G</b>	<b>Y</b>	<b>R</b>

**UNCLASSIFIED**



**UNCLASSIFIED**  
**TRAINING CATEGORY**  
**TECHNICAL TRAINING CENTERS CRITERIA**

**VIII. THE ENVIRONMENTAL IMPACT.**

(Assessment of existing conditions for decision making)

1. **AIR QUALITY**  
GREEN - Base is in attainment for all pollutants. No restrictions on construction/operations.  
YELLOW - Base is in non-attainment area. No restrictions on construction/operations.  
RED - Base is in non-attainment area and construction/operations constraints apply.
  
2. **WATER**  
GREEN - Adequate regional water supplies and no known contaminants present  
YELLOW - Suspect regional water supplies; contaminants present within a non-potable water zone  
RED - Inadequate regional water supplies and/or region within a state of over draft and/or contaminants detected within potable water sources
  
3. **HAZARDOUS MATERIAL - SOLID/HAZARDOUS WASTE**
  - A. Asbestos  
GREEN - ≤ 10% facilities with asbestos containing materials (ACM)  
YELLOW - > 10% and < 25% facilities with ACM; survey incomplete; unable to assess percentages  
RED - > 25% facilities containing ACM
  
  - B. Radon  
GREEN - Radon not present or detected < 4 pic/l  
YELLOW - Radon present; detection > 4 pic/l & < 20 pic/l  
RED - Radon present; detection > 20 pic/l
  
  - C. Solid Waste  
GREEN - Existing regional disposal facilities have > 10 years capacity remaining  
YELLOW - Existing regional disposal facilities have 5 to 10 years capacity remaining  
RED - Existing regional disposal facilities have < 5 years capacity remaining

**UNCLASSIFIED**

**UNCLASSIFIED  
TRAINING CATEGORY  
TECHNICAL TRAINING CENTERS CRITERIA**

**VIII. THE ENVIRONMENTAL IMPACT.**  
(Assessment of existing conditions for decision making)

**4. BIOLOGICAL**

**A. Habitat**

**GREEN - Resources not present**

**YELLOW - Resources present which do not currently constrain construction/operations**

**RED - Resources present which constrain current construction/operations or require "work arounds" to support current operation**

**B. Threatened and Endangered Species (T&E)    G/Y/R (same as habitat)**

**C. Wetlands                    G/Y/R (same as habitat)**

**5. CULTURAL**

**GREEN - No existing resources**

**YELLOW - Historic or ineligible prehistoric resources are present, but do not currently constrain construction/operations, or base survey incomplete**

**RED - Eligible or potentially eligible prehistoric resources are present and constrain current construction/operations**

**UNCLASSIFIED**

**UNCLASSIFIED**  
**TRAINING CATEGORY**  
**TECHNICAL TRAINING CENTERS CRITERIA**

**VIII. THE ENVIRONMENTAL IMPACT.**  
**(Assessment of existing conditions for decision making)**

**6. GEOLOGY AND SOILS**

**A. Prime and unique  
farmlands**

**GREEN - No prime and unique farmlands exist**  
**YELLOW - Prime and unique farmlands exist; resources compatible with current  
construction/operations**  
**RED - Prime and unique farmlands exist; large areas; resources incompatible with current  
construction/operations**

**B. Mineral/Energy  
Resources**

**GREEN - No known resources**  
**YELLOW - Resources currently exist; no known constraint on current construction/operations**  
**RED - Resources currently exist and constrain on current construction/operations**

**C. Soil Contamination**

**GREEN - No soil contaminants present**  
**YELLOW - Soil contaminants present which do not currently constrain construction/operations**  
**RED - Soil contaminants present which constrain current construction/operations**

**UNCLASSIFIED**

**UNCLASSIFIED  
TRAINING CATEGORY  
TECHNICAL TRAINING CENTERS CRITERIA**

**VIII. THE ENVIRONMENTAL IMPACT**  
(Assessment of existing conditions for decision making)

**AIR QUALITY (crit. 1)**

**GOODFELLOW  
KEESLER  
LACKLAND  
LOWRY  
SHEPPARD**

**G  
G  
G  
Y  
G**

**GREEN - Base is in attainment for all pollutants. No restrictions on construction/operations.  
YELLOW - Base is in non-attainment area. No restrictions on construction/operations.  
RED - Base is in non-attainment area and construction/operations constraints apply.**

**UNCL ASSIFIED**

**UNCL. SIFIED**  
**TRAINING CATEGORY**  
**TECHNICAL TRAINING CENTERS CRITERIA**

**VIII. THE ENVIRONMENTAL IMPACT**  
(Assessment of existing conditions for decision making)

**WATER (crit. 2)**

**GOODFELLOW**  
**KEESLER**  
**LACKLAND**  
**LOWRY**  
**SHEPPARD**

**Y**  
**Y**  
**Y**  
**G**  
**Y**

**GREEN** - Adequate regional water supplies and no known contaminants present.

**YELLOW** - Suspect regional water supplies; contaminants present within a non-potable water zone.

**RED** - Inadequate regional water supplies and/or region within a state of over draft and/or contaminants detected within potable water sources.

**UNCLASSIFIED**

**UNCLASSIFIED  
TRAINING CATEGORY  
TECHNICAL TRAINING CENTERS CRITERIA**

**VIII. THE ENVIRONMENTAL IMPACT**  
(Assessment of existing conditions for decision making)

**HAZARDOUS MATERIAL -- SOLID/HAZARDOUS WASTE**

**ASBESTOS (crit. 3a)**

<b>GOODFELLOW</b>	<b>Y</b>
<b>KESLER</b>	<b>Y</b>
<b>LACKLAND</b>	<b>Y</b>
<b>LOWRY</b>	<b>Y</b>
<b>SHEPPARD</b>	<b>Y</b>

**GREEN** - < 10% facilities with asbestos containing materials (ACM)

**YELLOW** - > 10% and < 25% facilities with ACM; survey incomplete; unable to assess percentages

**RED** - > 25% facilities containing ACM

**UNCLASSIFIED**

**UNCLASSIFIED**  
**TRAINING CATEGORY**  
**TECHNICAL TRAINING CENTERS CRITERIA**

**VIII. THE ENVIRONMENTAL IMPACT**

(Assessment of existing conditions for decision making)

**HAZARDOUS MATERIAL -- SOLID/HAZARDOUS WASTE**

**RADON (crit. 3b)**

GOODFELLOW  
KEESLER  
LACKLAND  
LOWRY  
SHEPPARD

G  
G  
G  
Y  
G

**GREEN** - Radon not present or detected < 4 pic/l

**YELLOW** - Radon present; detection > 4 pic/l and < 20 pic/l

**RED** - Radon present; detection > 20 pic/l

**UNCLASSIFIED**

**UNCLASSIFIED  
TRAINING CATEGORY  
TECHNICAL TRAINING CENTERS CRITERIA**

**VIII. THE ENVIRONMENTAL IMPACT**  
(Assessment of existing conditions for decision making)

**HAZARDOUS MATERIAL -- SOLID/HAZARDOUS WASTE**

**SOLID WASTE (crit. 3c)**

**GOODFELLOW  
KEESLER  
LACKLAND  
LOWRY  
SHEPPARD**

**G  
G  
Y  
G  
G**

**GREEN - Existing regional disposal facilities have >10 years capacity remaining**  
**YELLOW - Existing regional disposal facilities have 5 to 10 years capacity remaining**  
**RED - Existing regional disposal facilities have <5 years capacity remaining**

**UNCLASSIFIED**

**UNCLASSIFIED**  
**TRAINING CATEGORY**  
**TECHNICAL TRAINING CENTERS CRITERIA**

**VIII. THE ENVIRONMENTAL IMPACT**  
 (Assessment of existing conditions for decision making)

**BIOLOGICAL**

	<b>HABITAT (crit. 4a)</b>	<b>THREATENED AND ENDANGERED SPECIES (crit. 4b)</b>	<b>WETLANDS (crit. 4c)</b>
GOODFELLOW	G	G	G
KEESLER	Y	Y	Y
LACKLAND	G	G	G
LOWRY	G	G	G
SHEPPARD	G	G	G
<b>GREEN</b> - Resources not present.		<b>GREEN</b> - (Same as for Habitat)	<b>GREEN</b> - (Same as for Habitat)
<b>YELLOW</b> - Resources present which do not currently constrain construction/operations.		<b>YELLOW</b> - (Same as for Habitat)	<b>YELLOW</b> - (Same as for Habitat)
<b>RED</b> - Resources present which constrain current construction/operations or require "work arounds" to support current operations.		<b>RED</b> - (Same as for Habitat)	<b>RED</b> - (Same as for Habitat)

**UNCLASSIFIED**

**UNCLASSIFIED  
TRAINING CATEGORY  
TECHNICAL TRAINING CENTERS CRITERIA**

**VIII. THE ENVIRONMENTAL IMPACT**  
(Assessment of existing conditions for decision making)

**CULTURAL RESOURCES (crit. 5)**

GOODFELLOW  
KEESLER  
LACKLAND  
LOWRY  
SHEPPARD

G  
G  
Y  
Y  
Y

**GREEN** - No existing resources.

**YELLOW** - Historic or ineligible prehistoric resources are present, but do not currently constrain construction/operations, or base survey incomplete.

**RED** - Eligible or potentially eligible prehistoric resources are present and constrain current construction/operations.

**UNCLASSIFIED**

**UNCLASSIFIED**  
**TRAINING CATEGORY**  
**TECHNICAL TRAINING CENTERS CRITERIA**

**VIII. THE ENVIRONMENTAL IMPACT**  
(Assessment of existing conditions for decision making)

**GEOLOGY AND SOILS**

**PRIME AND UNIQUE FARMLANDS (crit. 6a)**

**GOODFELLOW**  
**KEESLER**  
**LACKLAND**  
**LOWRY**  
**SHEPPARD**

**G**  
**G**  
**G**  
**G**  
**Y**

**GREEN - No prime and unique farmlands exist.**

**YELLOW - Prime and unique farmlands exist; resources compatible with current construction/operations.**

**RED - Prime and unique farmlands exist; large areas; resources incompatible with current construction/operations.**

**UNCLASSIFIED**

**UNCLASSIFIED  
TRAINING CATEGORY  
TECHNICAL TRAINING CENTERS CRITERIA**

**VIII. THE ENVIRONMENTAL IMPACT**  
(Assessment of existing conditions for decision making)

**GEOLOGY AND SOILS**

**MINERAL/ENERGY RESOURCES (crit. 6b)**

**GOODFELLOW  
KEESLER  
LACKLAND  
LOWRY  
SHEPPARD**

**G  
G  
G  
G  
G**

**GREEN - No known resources.  
YELLOW - Resources currently exist; no known constraint on current construction/operations.  
RED - Resources currently exist and constrain current construction/operations.**

**UNCLASSIFIED**

**UNCLASSIFIED**  
**TRAINING CATEGORY**  
**TECHNICAL TRAINING CENTERS CRITERIA**

**VIII. THE ENVIRONMENTAL IMPACT**  
(Assessment of existing conditions for decision making)

**GEOLOGY AND SOILS**

**SOIL CONTAMINATION (crit. 6c)**

**GOODFELLOW**  
**KEESLER**  
**LACKLAND**  
**LOWRY**  
**SHEPPARD**

**G**  
**Y**  
**Y**  
**Y**  
**Y**

**GREEN - No soil contaminants present.**

**YELLOW - Soil contaminants present which do not currently constrain construction/operations.**

**RED - Soil contaminants present which constrain current construction/operations.**

**UNCLASSIFIED**

**UNCLASSIFIED**  
**TRAINING CATEGORY**  
**TECHNICAL TRAINING CENTERS CRITERIA**

**VIII. THE ENVIRONMENTAL IMPACT**

	<b>AQ</b>	<b>Wa</b>	<b>As</b>	<b>Ra</b>	<b>SW</b>	<b>CH</b>	<b>T&amp;E</b>	<b>W</b>	<b>CUL</b>	<b>P&amp;U</b>	<b>M/E</b>	<b>SL</b>
<b>GOODFELLOW</b>	G	Y	Y	G	G	G	G	G	G	G	G	G
<b>KEESLER</b>	G	Y	Y	G	G	Y	Y	Y	G	G	G	Y
<b>LACKLAND</b>	G	Y	Y	G	Y	G	G	G	Y	G	G	Y
<b>LOWRY</b>	Y	G	Y	Y	G	G	G	G	Y	G	G	Y
<b>SHEPPARD</b>	G	Y	Y	G	G	G	G	G	Y	Y	G	Y

**AQ - Air Quality**

**As - Asbestos**

**CH - Critical  
Habitat**

**CUL - Cultural**

**M/E - Mineral/Energy**

**P&U - Prime and Unique  
Farmlands**

**Ra - Radon**

**SL - Soil**

**SW - Solid Waste**

**T&E - Threatened and  
Endangered Species**

**W - Wetlands**

**Wa - Water**

**UNCLASSIFIED**

**UNCLASSIFIED**  
**TRAINING CATEGORY**  
**TECHNICAL TRAINING CENTERS CRITERIA**

**SUMMARY OF TECHNICAL TRAINING CENTER BASES**  
**Priority on Criteria Military Value With Emphasis on Readiness and Training**

<b>Criteria</b>	<b>I</b>	<b>II</b>	<b>III</b>	<b>IV</b> Cost/NPV(\$M)	<b>V</b> Payback	<b>VI</b>	<b>VII</b>	<b>VIII</b>
<b>GOODFELLOW</b>	Y	Y-	R	174.9/127	6	G-	G	G
<b>KEESLER</b>	G	G-	Y	272.9/(146)	>20	G	G-	Y+
<b>LACKLAND</b>	Y	Y	R	542.6/(1)	>10	G-	G	Y+
<b>LOWRY</b>	Y	Y-	R	266.8/125	7	R	G-	Y+
<b>SHEPPARD</b>	G	G-	Y	463.1/8	>10	G-	G-	Y+

**UNCLASSIFIED**