

# **Department of the Navy**

## **Summary of Selection Process**

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### **Introduction**

By 1997, the Navy will have 12 aircraft carriers and 11 active carrier air wings -- one fewer aircraft carrier and one fewer carrier air wing than 1992. Navy battle force ships will decline from 466 to 425, a 9 percent reduction. The Navy will also have 53,000 fewer active duty personnel, a 10 percent reduction. The Marine Corps will undergo a 14 percent reduction in active duty personnel. These factors, which will continue to decline through 1999, require a reduction in the Navy and Marine Corps base structure.

The Navy's basing structure is focused primarily on homeporting active and reserve ships, and carrier air wings. The Marine Corps basing structure is focused primarily on support of the Marine Expeditionary Forces. The base structure also provides the requisite training, logistics, depot maintenance, housing and related support. Forward deployment operations, supported by a few overseas bases, and the domestic base structure allow Navy and Marine Corps forces to respond to the full spectrum of international conflict.

### **The Selection Process**

The Secretary of the Navy established a Base Structure Evaluation Committee, responsible for preparing recommendations for closure or realignment of Naval installations. The Committee was tasked to develop categories of installations; determine whether excess capacity exists, and develop methodologies to reduce it. The Committee was responsible for evaluating return on investment, economic and community impacts, and for developing recommendations for closure or realignment to the Secretary of the Navy.

The Committee was supported by the Base Structure Analysis Team which developed data calls, recommended analytical methodologies and maintained the Base Structure Data Base. The Analysis Team developed the Navy's Internal Control Plan which specified organizational and documentation controls for managing the process. A key element of the Internal Control Plan was the involvement of the Naval Audit Service. The Audit Service served as a technical advisor to the Committee, validating

the procedures used to build the database and auditing data to determine the method of collection, its accuracy, and the level of compliance throughout the chain of command. The Internal Control Plan also established the procedures necessary to create an audit trail to document the Navy process. One of the most significant controls was the requirement to keep minutes of each deliberative meeting of the Committee.

In accordance with PL 101-510, as amended, the Navy employed a "bottom to top" data certification policy. That meant that the individual initially generating the data in response to a data call, executed the initial statutory certification and, thereafter, the data was recertified at each succeeding level of the chain of command before the data was provided to the Committee for inclusion in the database. The Navy's Audit Service and its General Counsel ensured compliance.

The Committee determined that installations fell into three categories: (1) providing support to military personnel (personnel); (2) providing weapon systems and material support (materials); and (3) providing shore support to Navy and Marine Corps operational forces (forces). Within these three categories, activities were grouped into a variety of subcategories. Several of these subcategories were divided into further sub-elements for purposes of analysis. Within these subcategories are the individual Navy or Marine Corps installations reviewed by the Committee.

At least two data calls were sent to each installation; one for data relating to capacity and the other for data relating to military value. These data calls were prepared by the Analysis Team with the assistance of technical experts in the various disciplines and approved by the Committee. The responses to the data calls, having been properly certified, were entered into the database and formed the sole basis for the Committee's recommendations.

The next step was to determine whether there was excess capacity in any given subcategory, and if so, to what extent. If there was no meaningful excess capacity in a subcategory, no installation in that subcategory was considered further for closure or realignment. If, on the other hand, a subcategory had sufficient excess capacity, the Committee evaluated the military value of each installation in the subcategory.

The capacity analysis used the certified data call responses to develop throughputs as the basic indicator of capacity. For example, the key indicator for training centers was the average number of students on board. Similarly, for operational air stations, the basic throughput indicator was the number of squadrons that could be hosted in terms of apron space, hangers and runways. A comparison was made between the maximum available throughput and that required by the DoD Force Structure Plan. When the available throughput exceeded the force structure

requirement, the Committee determined there was excess capacity. In subcategories in which there was either no or minimal excess capacity, the Committee determined that further analysis for military value was not warranted.

Whenever the capacity analysis indicated the presence of more than minimal excess capacity within a particular subcategory, each installation in that subcategory was subjected to a military value analysis. The Committee categorized the four DoD military value criteria as readiness, facilities, mobilization capability, and cost and manpower implications. For each of the four major categories of military value, the Committee assigned a weight so that the sum of the weights equalled 100, and these weights were applied to the military value analyses for each installation in the subcategories within that category.

The Analysis Team prepared a series of questions or statements which the Committee placed in one of three scoring bands depending on their level of importance. Each question or statement was then given a numerical scoring range, by the Committee, depending on the band in which it was placed (i.e., Band 1: 6-10 points; Band 2: 3-7 points; Band 3: 1-4 points). The Committee reviewed the responses from each installation within that subcategory. If the response contained data which affirmatively answered the subject matter, that installation received the weighted point total for that question. The total point score for each installation was determined by simple addition of the weighted-average points received.

The next step was to develop closure and realignment scenarios with the use of a computer model. The goal of the model was to find that set of installations in a subcategory which achieved the maximum reduction of excess capacity and, to the maximum extent practicable, resulted in an average military value equal to or greater than all installations currently in that subcategory.

Not all scenarios were limited to installations in a single subcategory. For instance, in the case of naval bases, berthing of ships was the prime throughput indicia for analysis. Since the Naval Air Station, Alameda, is the homeport for two aircraft carriers, it was also considered in the configuration analysis of the "naval bases" subcategory along with installations such as Naval Base, Norfolk.

Rules for the computer model were developed so that the model would not run unconstrained. For example, left to run without guidance, the model might identify a set of bases which eliminated excess capacity but which bore little resemblance to operational realities. Therefore, the model was given some rules, which, in the case of naval bases for example, included the rule that ships were to be split between the Atlantic and Pacific Fleets in the ratios reflected in the Fiscal Year 1994-1995

President's Budget Submission. In every case where rules were imposed, the Committee reviewed them stringently to ensure that only the minimum number of rules needed to operate the model were prescribed so the results would not be artificially skewed.

The computer model resulted in finding that mix of installations which resulted in the maximum reduction of excess capacity without regard to the installation's military value. If that mix resulted in an average military value which was less than that for the current list of installations, the computer was asked to search for an alternative mix which raised the average military value with the minimum decrease in the reduction of excess capacity.

The computer models were the starting point for the application of military judgment in the analysis of potential closure or realignment scenarios. For example, in the configuration analysis for naval bases, the model satisfied its requirement to reduce capacity by identifying as excess the capacity at both of the Naval Station and the Submarine Base at Pearl Harbor. The Committee determined that, as a matter of naval presence in the Pacific theater, it was more important for military value to retain the forward capability in the Pacific than to achieve an absolute maximum reduction in excess capacity.

Sometimes the configuration analysis was not helpful. In the case of the two Marine Corps training bases, the two logistics bases, and the two recruit depots there is insufficient capacity in any one of those facilities to handle the requirements flowing from the DoD Force Structure Plan should the other be closed. In those instances, the Committee determined that further analysis was unwarranted.

Finally, the Committee evaluated the potential costs and savings, economic impact, community infrastructure and environmental impact on closure and realignment candidates (and any potential receiving locations) before making its nominations to the Acting Secretary of the Navy.

The Chief of Naval Operations, in his capacity as Acting Secretary of the Navy, with the advice of the Commandant of the Marine Corps, nominated bases to the Secretary of Defense for closure or realignment based on the force structure plan and the final criteria established under Public Law 101-510, as amended.

# Department of the Navy

## Recommendations and Justifications

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### Naval Station Mobile, Alabama

**Recommendation:** Close Naval Station, Mobile and relocate assigned ships to Naval Stations Pascagoula, Mississippi, and Ingleside, Texas, along with dedicated personnel, equipment and appropriate other support.

**Justification:** The berths at Naval Station, Mobile are excess to the capacity required to support the DoD Force Structure Plan. A comprehensive analysis of naval station berthing capacity was performed with a goal of reducing excess capacity to the maximum extent possible while maintaining the overall military value of the remaining naval stations. To provide berthing to support the projected force structure, the resulting mix of naval stations were configured to satisfy specific mission requirements, including: 100 percent aircraft carrier berthing in each fleet; ammunition ships at ESQD-approved berthing; one SSN/SSBN unique base complex per fleet; and maintenance of the Norfolk and San Diego fleet concentrations as part of the solution. The ships based at Naval Station Mobile can be relocated to other naval bases which have a higher military value. This realignment, combined with other recommended closures and realignments in the Atlantic Fleet, results in the maximum reduction of excess capacity while increasing the average military value of the remaining Atlantic Fleet bases.

**Return On Investment:** Total estimated one-time costs for this recommendation are \$4.4 million. Annual recurring savings are \$15.8 million with an immediate return on investment. The net present value of costs and savings over a twenty year period is a savings of \$182.8 million.

**Impacts:** The closure of this naval station will have an impact on the local economy. The projected potential loss (both direct and indirect) is 0.6 percent of the employment base in the Mobile Metropolitan Statistical Area, assuming no economic recovery. There is no known community infrastructure impact at any receiving installation. There is no significant environmental impact resulting from this closure. Generation of hazardous wastes and pollutants will be eliminated. Environmental cleanup will be continued until complete.

## **Mare Island Naval Shipyard, Vallejo, California**

**Recommendation:** Close the Mare Island Naval Shipyard (NSY). Relocate the Combat Systems Technical Schools Command activity to Dam Neck, Virginia. Relocate one submarine to the Naval Submarine Base, Bangor, Washington. Family housing located at Mare Island NSY will be retained as necessary to support Naval Weapons Station Concord.

**Justification:** The capacity of the Mare Island NSY is excess to that required to support the reduced number of ships reflected in the DoD Force Structure Plan. An analysis of naval shipyard capacity was performed with a goal of reducing excess capacity to the maximum extent possible while maintaining the overall military value of the remaining shipyards. Mare Island has the lowest military value of those shipyards supporting the Pacific Fleet, and its workload can be readily absorbed by the remaining yards which possess higher military value. The closure of Mare Island NSY, in combination with the Charleston NSY, allows the elimination of a greater amount of excess capacity while maintaining the overall value of the remaining shipyards at a higher military value level than that of the current configuration of shipyards. Other options either reduced capacity below that required to support the approved force levels, eliminated specific capabilities needed to support mission requirements or resulted in a lower military value for this group of activities.

**Return On Investment:** Total estimated one-time costs for this closure are \$279.9 million. Annual recurring savings are \$148.9 million with an immediate return on investment. The net present value of costs and savings over a twenty year period is a savings of \$1,112 million.

**Impacts:** The closure of Mare Island NSY will have an impact on the local economy. The projected potential employment loss (both direct and indirect) is 11.7 percent of the employment base of the Vallejo-Fairfield-Napa Metropolitan Statistical Area (MSA), assuming no economic recovery. Additionally, other 1993 closure and realignment recommendations have a total impact of 4.9 percent on the adjacent Oakland MSA. There is no significant community infrastructure impact on receiving locations as a result of this closure. Generation of hazardous wastes and pollutants will be eliminated at Mare Island NSY. Emissions from several hundred controlled air emission sources will be eliminated, providing air emission "credits". This closure will eliminate the need to operate the industrial waste water treatment plant and for annual maintenance dredging.

## **Marine Corps Air Station El Toro, California**

**Recommendation:** Close Marine Corps Air Station (MCAS) El Toro, California. Relocate its aircraft along with their dedicated personnel, equipment and support to Naval Air Station (NAS), Miramar, California and MCAS Camp Pendleton, California.

**Justification:** Naval and Marine air wings are projected to be reduced consistent with fleet requirements in the DoD Force Structure Plan, creating an excess in air station capacity. MCAS El Toro is recommended for closure since, of the jet bases supporting the Pacific Fleet, it has the lowest military value, has no expansion possibilities, is the subject of serious encroachment and land use problems, and has many of its training evolutions conducted over private property. The redistribution of aviation assets allows the relocation of Marine Corps fixed wing and helicopter assets to the NAS Miramar, in a manner which both eliminates excess capacity and avoids the construction of a new aviation facility at Marine Corps Air-Ground Combat Center, 29 Palms, California. In an associated action the squadrons and related activities at NAS Miramar will move to NAS Lemoore in order to make room for the relocation of the MCAS El Toro squadrons. This closure results in a new configuration of Naval and Marine Corps air stations having an increased average military value when compared to the current mix of air stations in the Pacific Fleet. Finally the Department of the Navy will dispose of the land and facilities at MCAS El Toro and any proceeds will be used to defray base closure expenses.

**Return On Investment:** This recommendation was considered as part of a package that included Pacific operational air stations. The COBRA data below applies to the operational air stations on the West Coast and in Hawaii, as follows: NAS Barbers Point, MCAS Kaneohe Bay, MCAS El Toro and NAS Miramar. The total estimated one-time costs for the recommendations are \$898.5 million. Annual recurring savings are \$173.9 million with an immediate return on investment. The net present value of the costs and savings over a twenty year period is a savings of \$1,374.2 million. In addition, this package avoids approximately \$600 million in military construction at MCAS 29 Palms which is required to implement the 1991 Base Closure Commission's recommendation to close MCAS Tustin.

**Impacts:** The closure of this MCAS will have an impact on the local economy. The projected potential employment loss, both direct and indirect is 0.9 percent of the employment base of the Anaheim-Santa Ana Metropolitan Statistical Area, assuming no economic recovery. There is no significant community infrastructure impact at any receiving installation. This closure will eliminate the generation of hazardous waste and pollutants and will remove special air space restrictions (such as military operating areas), and reduce noise levels and air emissions. Environmental cleanup efforts will continue until completed.

## **Naval Air Station Alameda, California**

**Recommendation:** Close Naval Air Station (NAS), Alameda, California and relocate its aircraft along with the dedicated personnel, equipment and support to NASA Ames/Moffett Field, California and NAS North Island. In addition, those ships currently berthed at NAS Alameda will be relocated to the Fleet concentrations at San Diego and Bangor/Puget Sound/Everett. Disposition of major tenants is as follows: Navy Regional Data Automation Center, San Francisco realigns to NAS North Island; Ship Intermediate Maintenance Department disestablishes; the Naval Air Reserve Center and the Marine Corps Reserve Center relocate to leased space at NASA/Ames.

**Justification:** The projected carrier air wing reductions in the DoD Force Structure Plan require a significant decrease in air station and naval station capacity. NAS Alameda is recommended for closure as it has the lowest military value of those air stations supporting the Pacific Fleet. Given the number of aircraft "bedded down" at the air station, it has greatest amount of excess capacity. Also, given the need to eliminate excess ship berthing, its capacity is not required to meet force levels, since no more than five carrier berths are required on the West Coast; three at the fleet concentration in San Diego and two at Bangor/Puget Sound/Everett. Both the limited aircraft (primarily reserve) and ship assets at NAS Alameda can be readily absorbed at bases with a higher military value. This closure results in increase average military value of both the remaining air stations and naval stations in the Pacific Fleet.

**Return On Investment:** The total estimated one-time costs for this recommendation are \$193.7 million. Annual recurring savings are \$41.7 million with a return on investment in four years. The net present value of the costs and savings over a twenty year period is a savings of \$197.1 million.

**Impacts:** The closure of NAS Alameda will have an impact on the local economy. The projected potential employment loss both direct and indirect is 2.9 percent of the employment base in the Oakland, California Metropolitan Statistical Area (MSA) assuming no economic recovery. Other 1993 closure and realignment recommendations bring the total impact on Oakland, California MSA to 4.9 percent. There is no significant community infrastructure impact at any receiving installation. There will be no significant environmental impacts resulting from this action. Hazardous waste generation and pollutants will be eliminated. This closure will remove special air space restrictions (such as military operating areas), and reduce noise levels and air emissions. The indoor and outdoor hazardous waste storage facilities at NAS Alameda will be closed in accordance with applicable laws and regulations. Annual maintenance dredging and the dredging of the turning basin and entrance channel will be eliminated. Environmental cleanup efforts will continue until complete.

### **Naval Aviation Depot, Alameda, California**

**Recommendation:** Close Naval Aviation Depot (NADEP), Alameda and relocate repair capability as necessary to other depot maintenance activities. This relocation may include personnel, equipment and support. The depot workload will move to other depot maintenance activities, including the private sector.

**Justification:** Naval Aviation Depot, Alameda is recommended for closure because its capacity is excess to that required to support the DoD Force Structure Plan. Projected reductions require an almost 50 percent reduction in capacity in the Navy aviation depots. In determining the mix of aviation depots which would achieve the maximum reduction in excess capacity, the Navy determined that there must be at least one aviation depot at a fleet concentration on each coast. The work performed at Naval Aviation Depot, Alameda can be performed at other aviation maintenance activities, including the private sector. The closure of NADEP Alameda will reduce excess capacity in this category and maintain or increase the average military value of the remaining depots.

**Return On Investment:** Total estimated one-time costs for this recommendation are \$126.8 million. Annual recurring savings are \$78.3 million with an immediate return on investment. The net present value of costs and savings over a twenty year period is a savings of \$538.9 million.

**Impacts:** The closure of NADEP Alameda will have an impact on the local economy. The projected potential loss (both direct and indirect) is 0.8 percent of the employment base of the Oakland, California, Metropolitan Statistical Area (MSA), assuming no economic recovery. Other 1993 closure and realignment recommendations bring the total impact on this MSA, assuming no economic recovery, to 4.9 percent. There is no significant community infrastructure impact at any receiving installation. There will be no significant environmental impacts occasioned by this closure. Generation of hazardous wastes and pollutants will be eliminated, as will air emissions, which will result in air emission "credits".

### **Naval Hospital, Oakland, California**

**Recommendation:** Close the Naval Hospital, Oakland and relocate certain military and civilian personnel to other Naval hospitals, and certain military personnel to the Naval Air Stations at Lemoore and Whidbey Island. The Deployable Medical Unit, Northwest Region, will relocate to Naval Hospital, Bremerton, Washington.

**Justification:** Naval Hospitals are situated and their size determined for location near operating forces whose personnel will require medical support in numbers significant enough to mandate a medical facility as large as a hospital. Given the extensive use of CHAMPUS, any Naval Hospital closure must be predicated upon the elimination of the operating forces which created a demand for the presence of a Naval Hospital in the first instance. In the San Francisco Bay area, the Naval Air Station, Alameda, Naval Shipyard, Mare Island and the supporting Public Works Center and Supply Center are being recommended for closure. Given the elimination of these operating force activities, closure of the Naval Hospital, Oakland is indicated as the military personnel previously supported are no longer in the area.

**Return On Investment:** Total estimated one-time costs for this recommendation are \$57.5 million. Annual recurring savings are \$41.5 million with an immediate return on investment. The net present value of costs and savings over a twenty year period is a savings of \$286.4 million.

**Impacts:** The closure of Naval Hospital, Oakland will have an impact on the local economy. The projected potential employment loss, both direct and indirect, is 0.4 percent of the employment base in the Oakland, California, Metropolitan Statistical Area, assuming no economic recovery. The closure of the Naval Hospital will have a positive impact on the environment as a source of pollution will be eliminated. Environmental mitigation and restoration will continue until completed.

#### **Naval Station Treasure Island, San Francisco, California**

**Recommendation:** Close Naval Station, Treasure Island and relocate personnel, as appropriate to the Naval Station, San Diego, California; Naval Amphibious Base, Little Creek, Virginia; Naval Training Center, Great Lakes, Illinois and various Naval Reserve sites in California. Major tenants are impacted as follows: Naval Reserve Center San Francisco relocates to the Naval/Marine Corps Reserve Center, Alameda, California and REDCOM 20 relocates to the Naval Reserve Center, San Bruno, California. Naval Technical Training Center relocates to Fleet Training Center San Diego, Naval Amphibious School, Little Creek and Naval Training Center Great Lakes.

**Justification:** The DoD Force Structure Plan supports a decrease in naval station capacity. Naval Station, Treasure Island has a relatively low military value and its capacity is not required to support Navy requirements. The naval bases to which its activities will be relocated have higher military value to the Navy than does this naval station. A comprehensive analysis of naval station berthing capacity was performed with a goal of reducing excess capacity to the maximum extent possible while

maintaining the overall military value of the remaining naval stations. To provide berthing to support the projected force structure, the resulting mix of naval stations was configured to satisfy specific mission requirements, including: 100 percent aircraft carrier berthing in each fleet; ammunition ships at ESQD-approved berthing; one SSN/SSBN unique base complex per fleet; and maintenance of the Norfolk and San Diego fleet concentrations. This closure, combined with other recommended closures and realignments in the Pacific Fleet, reduces excess capacity while increasing the average military value of the remaining Pacific Fleet bases.

**Return on Investment:** Total estimated one-time costs for the recommendation are \$33.7 million. Annual recurring savings are \$43.1 million with an immediate return on investment. The net present value of costs and savings over a twenty-year period is a savings of \$330.7 million.

**Impacts:** The closure of this naval station will have an impact on the local economy. The projected potential loss (both direct and indirect) is 0.2 percent of the employment base in the San Francisco, CA, Metropolitan Statistical Area (MSA), assuming no economic recovery. Other 1993 closure and realignment recommendations bring the total impact on this MSA, assuming no economic recovery, to 1.1 percent. There is no significant community infrastructure impact at any receiving installation. There will be no significant environmental impacts occasioned by this closure, which also will permit the closure or alternative use of the recently improved 2.0 MGD wastewater treatment plant and will eliminate various air emissions, thus providing potential air emission "credits".

### **Naval Supply Center, Oakland, California**

**Recommendation:** Close the Naval Supply Center (NSC) Oakland, including the Naval Supply Depot, Point Molate, and relocate two supply ships to the Naval Supply Center, San Diego. The Office of the Military Sealift Command, Pacific Division, relocates to leased space in the Oakland area.

**Justification:** NSC Oakland's capacity is excess to the requirements of the DoD Force Structure Plan. The principal customers of NSC Oakland; Naval Aviation Depot, Alameda; Naval Hospital, Oakland; Mare Island Naval Shipyard and Naval Station Treasure Island have also been recommended for closure. The workload of NSC Oakland will move with its customers to other locations.

**Return on Investment:** Total estimated one-time costs for this recommendation are \$119.4 million. Annual recurring savings are \$45.4 million with an immediate return on investment. The net present value of costs and savings over a twenty year period is a savings of \$259.9 million.

**Impacts:** The closure of NSC Oakland will have an impact on the local economy. The projected potential employment loss, both direct and indirect, is 0.5 percent of the employment base in the Oakland Metropolitan Statistical Area (MSA), assuming no economic recovery. Other 1993 closure and realignment recommendations bring the total impact on the Oakland MSA to 4.9 percent. The closure of NSC Oakland will have a positive impact on the environment as a source of potential hazardous wastes and pollutants will be eliminated. Environmental mitigation and restoration will continue until completed.

### **Naval Training Center, San Diego, California**

**Recommendation:** Close the Naval Training Center (NTC), San Diego and relocate certain personnel, equipment and support to NTC Great Lakes, and other locations, consistent with training requirements. Disposition of major tenants is as follows: Recruit Training Command relocates to NTC, Great Lakes; Branch Medical Clinic relocates to Submarine Base, San Diego; Naval Recruiting District relocates to Naval Air Station North Island; Service School Command (Electronic Warfare) relocates to Naval Training Center, Great Lakes; Service School Command (Surface) relocates to NTC Great Lakes; the remainder of the Service School Command relocates to NTC Great Lakes, Naval Air Station Pensacola, and Fleet Training Center, San Diego.

**Justification:** Projected manpower reductions contained in the DoD Force Structure Plan require a substantial decrease in naval force structure capacity. As a result of projected manpower levels, the Navy has two to three times the capacity required, as measured by a variety of indicators, to perform the recruit training function. The closure of NTC San Diego removes unneeded excess capacity and results in the realignment of training to a training center with a higher military value. The resulting consolidation at NTC Great Lakes not only results in the highest possible military value but also is the most economical alignment for the processing of personnel into the Navy. In addition, NTC San Diego has equipment and facilities which are more readily relocatable to another naval training center.

**Return On Investment:** The Naval Training Center recommendations were considered as a package and, as a result, the COBRA data set out below represents the costs and savings associated with the closure of both NTC San Diego and NTC

Orlando. Total estimated one-time costs for the recommendation are \$327.9 million. Annual recurring savings are \$69.0 million with a return on investment in two years. The net present value of costs and savings over a twenty year period is a savings of \$323.9 million.

**Impacts:** The closure of NTC San Diego will have an impact on the local economy. The projected potential employment loss (both direct and indirect) is 0.7 percent of the employment base of the San Diego, California Metropolitan Statistical Area (MSA) assuming no economic recovery. However, because of other closures or realignments into this MSA, there will be a net 1.2 percent increase in employment. There is no significant community infrastructure impact at any receiving installation. There will be no significant environmental impacts resulting from this action. Hazardous waste and pollutants will be eliminated, as will air emissions, which will generate air emission "credits".

#### **Naval Air Station Cecil Field, Jacksonville, Florida**

**Recommendation:** Close Naval Air Station, Cecil Field and relocate its aircraft along with dedicated personnel, equipment and support to Marine Corps Air Station, Cherry Point, North Carolina; Naval Air Station, Oceana, Virginia, and Marine Corps Air Station, Beaufort, South Carolina. Disposition of major tenants is as follows: Marine Corps Security Force Company relocates to MCAS Cherry Point; Aviation Intermediate Maintenance Department relocates to MCAS Cherry Point; Air Maintenance Training Group Detachment, Fleet Aviation Support Office Training Group Atlantic, and Sea Operations Detachment relocate to MCAS Cherry Point and NAS Oceana.

**Justification:** Carrier air wings will be reduced consistent with fleet requirements in the DoD Force Structure Plan, creating an excess in air station capacity. Reducing this excess capacity is complicated by the requirement to "bed down" different mixes of aircraft at various air stations. In making these choices, the outlook for environmental and land use issues was significantly important. In making the determination for reductions at air stations supporting the Atlantic Fleet, NAS Cecil Field was selected for closure because it represented the greatest amount of excess capacity which could be eliminated with assets most readily redistributed to receiving air stations. The preponderance of aircraft to be redistributed from NAS Cecil Field were F/A-18s which were relocated to two MCAS on the East Coast, Beaufort and Cherry Point. These air stations both had a higher military value than NAS Cecil Field, alleviated concerns with regard to future environmental and land use problems and dovetail with the recent determination for joint military operations of Navy and Marine Corps

aircraft from carrier decks. Some NAS Cecil Field assets are relocating to NAS Oceana, an air station with a lower military value, because NAS Oceana is the only F-14 air station supporting the Atlantic Fleet and had to be retained to support military operations of these aircraft. Its excess capacity was merely utilized to absorb the remaining aircraft from NAS Cecil Field.

**Return On Investment:** Total estimated one-time costs for the recommendation are \$312.3 million. Annual recurring savings for both are \$56.7 million, with a return on investment in six years. The net present value of costs and savings over a twenty year period is a savings of \$200.9 million.

**Impacts:** The closure of NAS Cecil Field will have an impact on the local economy. The projected potential employment loss (both direct and indirect) is 3.0 percent of the employment base of the Jacksonville Metropolitan Statistical Area, assuming no economic recovery. Relocations to MCAS Cherry Point will require increased classroom space in the local schools. Remediation of this impact is included in the cost analysis. There are no significant environmental impacts resulting from this action. Hazardous waste and pollutant generation will be eliminated. Similarly, this closure will remove special use air space restrictions (such as military operating areas) and reduce noise levels and air emissions. Environmental cleanup will continue until completed.

### **Naval Training Center, Orlando, Florida**

**Recommendation:** Close the Naval Training Center (NTC), Orlando, and relocate certain personnel, equipment and support to NTC Great Lakes and other locations, consistent with DoD training requirements. Disposition of major tenants is as follows: Recruit Training Command relocates to NTC Great Lakes; the Nuclear Power School and the Nuclear "A" School relocate to the Submarine School at the Naval Submarine Base (NSB), New London; Personnel Support Detachment relocates to NTC Great Lakes; Service School Command relocates to Great Lakes; Naval Dental Clinic relocates to Great Lakes; Naval Education and Training Program Management Support Activity disestablishes.

**Justification:** The 1991 Commission rejected the recommendation to close NTC Orlando due to prohibitive closure costs. This recommendation encompasses the additional closure of NTC San Diego and proposes significantly reduced closure costs by taking advantage of facilities made available by the recommended realignment of NSB New London. Projected manpower reductions contained in the DoD Force Structure Plan require a substantial decrease in naval force structure. As a result of

projected manpower levels the Navy has two to three times the capacity required, as measured by a variety of indicators, to perform the recruit training function. The closure of the NTC Orlando removes excess capacity and relocates training to a naval training center with a higher military value and results in an efficient collocation of the Submarine School, the Nuclear Power School and the Nuclear "A" School at the NSB, New London. The resulting consolidation at the NTC Great Lakes not only results in the highest possible military value for this group of military activities but also is the most economical alignment for the processing of personnel into the Navy. In addition, NTC Orlando has equipment and facilities which are more readily relocatable to another naval training center.

**Return On Investment:** The Naval Training Centers were considered as a package and, as a result, the COBRA data set out below represents costs and savings associated with the closure of both NTC Orlando and NTC San Diego. Total estimated one-time costs for the recommendation are \$327.9 million. Annual recurring savings are \$69.0 million with a return on investment in two years. The net present value of costs and savings over a twenty year period is a savings of \$323.9 million.

**Impacts:** The closure of NTC Orlando will have an impact on the local economy. The projected potential employment loss (both direct and indirect) is 2.1 percent of the employment base of the Orlando, Metropolitan Statistical Area, assuming no economic recovery. There is no significant community infrastructure impact at any receiving installation. There will be no significant environmental impacts resulting from this closure. Hazardous waste and pollutant generation will be eliminated, as will the generation wastewater on the average of 1.13 million gallons per day.

#### **Naval Aviation Depot, Pensacola, Florida**

**Recommendation:** Close Naval Aviation Depot Pensacola (NADEP), and relocate repair capability as necessary to other depot maintenance activities. This relocation may include personnel, equipment and support. The Depot workload will move to other depot maintenance activities, including the private sector. The dynamic component and rotor blade repair facility will remain in place.

**Justification:** Naval Aviation Depot Pensacola is recommended for closure because its capacity is excess to that required to support the DoD Force Structure Plan. Projected reductions require an almost 50 percent reduction in capacity in the Navy aviation depots. In determining the mix of aviation depots which would achieve the maximum reduction in excess capacity the Navy determined that there must be at least one aviation depot at a fleet concentration on each coast. The work performed at

Naval Aviation Depot, Pensacola can be performed at other aviation maintenance activities, including the private sector. The closure of NADEP Alameda will reduce excess capacity in this category and maintain or increase the average military value of the remaining depots.

**Return On Investment:** Total estimated one-time costs for the recommendation are \$165.4 million. Annual recurring savings are \$51.1 million with a return on investment in two years. The net present value of costs and savings over a twenty year period is a savings of \$341.2 million.

**Impacts:** The closure of this NADEP Pensacola will have an impact on the local economy. The projected potential loss (both direct and indirect) is 6.1 percent of the employment base of the Pensacola, Florida Metropolitan Statistical Area, assuming no economic recovery. However, because of other closures and realignments into this area, there will be a net 4.3 percent increase in employment. There is no significant community infrastructure impact at any receiving installation. There will be no significant environmental impacts occasioned by this closure. The NADEP depot is located on the property of Naval Air Station Pensacola, which is on EPA's National Priorities List. The closure of this depot will require that all hazardous industrial materials and waste be removed. Generation of hazardous wastes and pollutants will be eliminated, as will air emissions, which will result in air emission "credits".

### **Naval Air Station Barbers Point, Hawaii**

**Recommendation:** Close the Naval Air Station (NAS) Barbers Point and relocate its aircraft along with their dedicated personnel and equipment support to Marine Corps Air Station (MCAS), Kaneohe Bay, Hawaii and NAS Whidbey Island, Washington. Retain the family housing as needed for multi-service use.

**Justification:** The NAS Barbers Point is recommended for closure because its capacity is excess to that required to support the reduced force levels contained in the DoD Force Structure Plan. The analysis of required capacity supports only one naval air station in Hawaii. NAS Barbers Point has a lower military value than MCAS Kaneohe Bay and its assets can be readily redistributed to other existing air stations. By maintaining operations at the MCAS, Kaneohe Bay, we retained the additional capacity that air station provides in supporting ground forces. With the uncertainties posed in overseas basing MCAS Kaneohe Bay provides the flexibility to support future military operations for both Navy and Marine Corps and is of greater military value.

In an associated move the F-18 and CH-46 squadrons at MCAS Kaneohe Bay will move to NAS Miramar to facilitate the relocation of the NAS Barbers Point squadrons. Finally the Department of the Navy will dispose of the land and facilities at NAS Barbers Point and any proceeds will be used to defray base closure expenses.

**Return On Investment:** This recommendation was considered as part of a package that included Pacific operational air stations. The COBRA data below applies to the operational air stations on the West Coast and in Hawaii, as follows: NAS Barbers Point, MCAS Kaneohe Bay, MCAS El Toro and NAS Miramar. The total estimated one-time costs for the recommendations are \$898.5 million. Annual recurring savings are \$173.9 million with an immediate return on investment. The net present value of the costs and savings over a twenty year period is a savings of \$1374.2 million. In addition this package avoids approximately \$600 million in military construction at MCAS 29 Palms which is required to implement the 1991 Base Closure Commission's recommendation to close MCAS Tustin.

**Impacts:** The closure of NAS Barbers Point will have an impact on the local economy. The proposed potential employment loss (both direct and indirect) is 1.9 percent of the employment base of the Honolulu, Hawaii, Metropolitan Statistical Area, assuming no economic recovery. There is no significant community infrastructure impact at any receiving installation. There will be no significant environmental impacts resulting from this action. Hazardous waste generation and pollutants will be eliminated. This closure will remove special use air space restrictions (such as military operating areas) as well as elevated noise levels and air emissions. Ongoing environmental clean-up efforts will continue until completed.

### **Naval Air Station, Glenview, Illinois**

**Recommendation:** Close the Naval Air Station (NAS), Glenview and relocate its aircraft and associated personnel, equipment and support to Navy Reserve, National Guard and other activities. Family housing located at NAS Glenview will be retained to meet existing and new requirements of the nearby Naval Training Center (NTC), Great Lakes. The Recruiting District, Chicago will be relocated to NTC Great Lakes. The Marine Corps Reserve Center activities will relocate as appropriate to Dam Neck, Virginia, Green Bay, Wisconsin, Stewart Army National Guard Facility, New Windsor, New York and NAS, Atlanta, Georgia.

**Justification:** Naval air forces are being reduced consistent with the fleet reductions in the DoD Force Structure Plan. Projected force levels for both active and reserve aviation elements leave the Department with significant excess capacity in the reserve

air station category. Closure of NAS Glenview eliminates excess capacity at a base with a very low military value whose assets can be redistributed into more economical and efficient operations. This closure, combined with three others in this category, results in maximum reduction of excess capacity while increasing the average military value of the remaining reserve air stations. In arriving at the recommendation to close NAS Glenview, a specific analysis was conducted to ensure that there was demographic support for purposes of force recruiting in the areas to which the reserve aircraft are being relocated.

**Return On Investment:** Total estimated one-time costs for the recommendation are \$14.1 million. Annual recurring savings are \$31 million with an immediate return on investment. The net present value of costs and savings over a twenty year period is a savings of \$313.4 million.

**Impacts:** The closure of NAS Glenview will have an impact on the local economy. The projected potential employment loss (both direct and indirect) is 0.1 percent of the employment base of the Chicago Metropolitan Statistical Area, assuming no economic recovery. There is no significant community infrastructure impact at any receiving installation. There will be no significant environmental impacts resulting from this action. Generation of hazardous wastes and pollutants will be eliminated. In addition, this closure will remove special use air space restrictions such as military operations areas and military training areas, and reduce noise levels and air emissions.

### **Naval Electronic Centers**

**Recommendation:** Close Naval Electronics Systems Engineering Center (NESEC) St. Inigoes, Maryland, disestablish NESEC Charleston, South Carolina and Naval Electronics Security Systems Engineering Center (NESSEC), Washington, DC. Consolidate the Centers into an East Coast NESEC at Portsmouth, Virginia. The ATC/ACLS facility at St. Inigoes and the Aegis Radio Room Laboratory will remain in place and will be transferred to Naval Air Systems Command.

**Justification:** This recommendation was rejected by the 1991 DoD Base Closure and Realignment Commission. In doing so, the Commission stated that DoD had failed to explore other alternative sites and had failed to address asserted problems at Portsmouth with testing of radars and communication equipment. Several new factors contributed to the renewal of this recommendation.

The DoD Force Structure Plan shows a significant further decrease in force structure from that in 1991, giving rise to additional excess capacity. The facilities at

St. Inigoes, Maryland, once NESEC St. Inigoes relocates to Portsmouth, would be available to support the major relocation to the Patuxent River complex of the Naval Air Systems Command and several of its subordinate organizations. This move results in both substantial organizational efficiencies and economies and is a significant element of the Navy's compliance with the DoD policy to move activities out of leased space in the NCR into DoD owned facilities. The Portsmouth consolidation includes NESSEC Washington, DC resulting in an additional relocation from leased space in the NCR into DoD owned facilities. The Portsmouth consolidation also achieves a major reduction in excess capacity for these activities and with this consolidation in Portsmouth, the Navy Management Support Office can be consolidated at this Center. Without the Portsmouth consolidation, the benefits resulting from the synergy of consolidating the three centers would not be realized, and the reduction in excess capacity would be adversely impacted.

The Portsmouth consolidation utilizes, as the magnet site for this consolidation, the installation with the highest military value of all activities in the cluster. A review of the certified data call responses indicates that one of the reasons for this military value rating is NESEC Portsmouth's current capability to perform a broad range of testing functions on a wide variety of communications and radar systems, including the Submarine Broadcast System, Relocatable Over-the-Horizon Radar, Tactical Secure Voice, and the AN/SLQ-32(V) 1/2/3/4/5. At its Fleet Engineering Support Center is a completely integrated shipboard communications system that contains a sample of every communications receiver, transmitter, data link and ancillary terminal hardware in the LF through UHF frequency range. The radar systems testing capability is enhanced by the AN/SSQ-74(V) Radar and Communications Signal Simulator with its associated antenna farm. These capabilities, particularly when joined with those of the other activities in this consolidation, gives the Navy a most formidable technical center which, because of the consolidation, will be able to function more economically and efficiently than these activities could if separate.

**Return On Investment:** Total estimated one-time costs for this recommendation are \$147.3 million. Annual recurring savings are \$32.3 million with a return on investment in three years. The net present value of costs and savings over a twenty year period is a savings of \$123.8 million.

**Impacts:** The closure, disestablishment and relocation, as appropriate, of these Naval technical centers will have impacts on the local economies. The projected potential employment losses (both direct and indirect) are 1.6 percent of the employment base of the Charleston, SC Metropolitan Statistical Area (MSA) assuming no economic recovery; 11.9 percent of the employment base of St. Mary's County, Maryland, except that, because of other relocations into this county, there will only be a net 1.8 percent

decrease in employment; 0.03 percent of the employment base of the Washington, DC, MSA, assuming no economic recovery; and 0.2 percent of the employment base of the Norfolk-Virginia Beach-Newport News, Virginia, MSA assuming no economic recovery. The consolidation at NESSEC, Portsmouth will have a positive impact on the environment as a source of pollution will be eliminated. Environmental mitigation and restoration will continue until completed.

### **Naval Air Station Meridian, Mississippi**

**Recommendation:** Close Naval Air Station (NAS) Meridian. Relocate advanced strike training to Naval Air Station Kingsville, Texas. Relocate intermediate strike training and Naval Technical Training Center to NAS Pensacola, Florida.

**Justification:** Projected reductions contained in the Department of Defense Force Structure Plan require a substantial decrease in training air station capacity. When considering air space and facilities of all types of support aviation training, there is about twice the capacity required to perform the mission. The training conducted at the Naval Air Station, Meridian can be consolidated with similar training at the Naval Air Station, Kingsville and the Naval Air Station, Pensacola. This results in an economy and efficiency of operations which enhances the military value of the training and places training aircraft in proximity to over-water air space and potential berthing sites for carriers being used in training evolutions. Currently, for example, pilots training in Meridian fly to the Naval Air Station, Pensacola in order to do carrier landing training. The closure of Meridian and the accompanying closure of the Naval Air Station, Memphis, result in centralized aviation training functions at bases with a higher average military value than that possessed by the training air stations before closure. Both the Naval Air Station, Kingsville and the Naval Air Station, Pensacola have higher military value than the Naval Air Station, Meridian. The consolidation of the Naval Technical Training Center with its parent command, the Chief of Naval Education and Training, will provide for improvement in the management and efficiency of the training establishment and enhance its military value to the Navy.

**Return On Investment:** The total estimated one-time costs for both NAS Meridian and NAS Memphis recommendations are \$274.1 million. Annual recurring savings for both actions are \$82.2 million with a return on investment in two years. The net present value of costs and savings over a twenty year period is \$481.1 million.

**Impacts:** The closure of NAS Meridian will have an impact on the local economy. The projected potential employment loss, both direct and indirect, is 12.8 percent of the local employment base in Lauderdale County, assuming no economic recovery.

There is no significant environmental impact at NAS Meridian as a result of this closure. Environmental cleanup will continue until complete. Relocation of advanced strike training to NAS Kingsville will result in additional noise impacts in the direction of the city of Kingsville. This may require adoption of noise abatement procedures until the ultimate transition of the TA-4 aircraft to the new T-45 which will significantly reduce noise impacts. Noise impacts will also be increased by relocation of intermediate strike training to NAS Pensacola and will require prudent management of aircraft operations to mitigate this impact on the local community.

### **Naval Air Station, South Weymouth, Massachusetts**

**Recommendation:** Close Naval Air Station (NAS), South Weymouth and relocate its aircraft and associated personnel, equipment and support to Naval Air Stations Brunswick, Maine, New Orleans, Louisiana, and Naval Station Mayport, Florida. The Marine Corps Reserve Center activities will relocate to Dam Neck, Virginia, Johnstown, Pennsylvania, Camp Pendleton, California, and NAS Willow Grove, Pennsylvania.

**Justification:** Naval air forces are being reduced consistent with fleet reductions in the DoD Force Structure Plan. Projected force levels for both active and reserve aviation elements leave the Department with significant excess capacity in the reserve air station category. The greater operational utility of active air stations and the decision to rely on reserve aviation elements in support of active operating forces place a higher military value on locating reserve aviation elements on active operating air bases to the extent possible. Closure of NAS South Weymouth allows the relocation of reserve P-3's to the major P-3 active operating base at NAS Brunswick, ME and distributes other assets to the active operating base at Mayport, FL and to a reserve air station with a higher military value. In arriving at the recommendation to close NAS South Weymouth, a specific analysis was conducted to ensure that there was demographic support for purposes of force recruiting in the areas to which the reserve aircraft are being relocated.

**Return On Investment:** Total estimated one-time costs for the recommendation are \$23.0 million. Annual recurring savings are \$25.9 million with an immediate return on investment. The net present value of costs and savings over a twenty year period is a savings of \$252.1 million.

**Impacts:** The closure of NAS South Weymouth will have an impact on the local economy. The projected potential employment loss (both direct and indirect) is 0.1 percent of the employment base of the Boston-Lawrence-Salem-Lowell, Massachusetts,

Metropolitan Statistical Area, assuming no economic recovery. There is no significant community infrastructure impact at any receiving installation. There will be no significant environmental impacts resulting from this action. Generation of hazardous wastes and pollutants will be eliminated. In addition, this closure will remove special use air space restrictions (such as military operations areas and military training routes), and reduce noise levels and air emissions.

### **Naval Station, Staten Island, New York**

**Recommendation:** Close Naval Station Staten Island. Relocate its ships along with their dedicated personnel, equipment and support to Naval Stations, Norfolk, Virginia and Mayport, Florida. Disposition of minor tenants is as follows: Ship Intermediate Maintenance Activity, New York relocates to Earle, New Jersey and Norfolk, Virginia; Recruiting District, New York disestablishes; Supervisor of Shipbuilding, Conversion and Repair (SUPSHIP), Brooklyn Detachment disestablishes.

**Justification:** The berthing capacity of Naval Station Staten Island is excess to the capacity required to support the DoD Force Structure Plan. A comprehensive analysis of naval station berthing capacity was performed with the goal of reducing excess capacity to the maximum extent possible while maintaining the overall military value of the remaining naval stations. To provide berthing to support projected force structure, the resulting mix of naval stations was configured to satisfy specific mission requirements, including: 100 percent aircraft carrier berthing in each fleet; ammunition ships at ESQD-approved berthing; one SSN/SSBN unique base complex per fleet; and maintenance of the Norfolk and San Diego fleet concentrations. The ships currently berthed at Naval Station Staten Island can be relocated to bases with higher military value. This closure, combined with other recommended closures and realignments in the Atlantic Fleet, results in the maximum reduction of excess capacity while increasing the average military value of the remaining Atlantic Fleet bases.

**Return On Investment:** Total estimated one-time savings for this closure exceed one-time costs by \$1.7 million. Annual recurring savings are \$58.5 million with an immediate return on investment. The net present value of costs and savings over a twenty year period is a savings of \$660.9 million.

**Impacts:** The closure of Naval Station Staten Island will have an impact on the local economy. The projected potential employment loss, both direct and indirect, is 0.1 percent of the local employment base in the New York Metropolitan Statistical Area, assuming no economic recovery. There is no significant community infrastructure impact at either closing or receiving locations. This closure will eliminate the

generation of hazardous wastes and the requirement to eliminate the hazardous material conforming storage facility. Ongoing environmental cleanup will continue as part of the closure process. There are no significant environmental impacts at either Naval Station Mayport or Naval Station Norfolk.

### **Aviation Supply Office, Philadelphia, Pennsylvania**

**Recommendation:** Close the Aviation Supply Office (ASO), Philadelphia, Pennsylvania and relocate necessary personnel, equipment and support to the Ship Parts Control Center (SPCC), Mechanicsburg, Pennsylvania.

**Justification:** The reductions in the DoD Force Structure Plan equate to a significant workload reduction for the Navy's inventory control points. Since there is excess capacity in this category the Navy decided to consolidate their two inventory control points at one location. A companion consideration was the relocation of the Naval Supply Systems Command from its present location in leased space in the National Capital Region, to a location at which it could be collocated with major subordinate organizations. This major consolidation of a headquarters with its operational components can be accomplished at SPCC, Mechanicsburg with a minimum of construction and rehabilitation. The end result is a significantly more efficient and economical organization.

**Return On Investment:** This realignment was considered as part of a larger group of moves and the COBRA data set out below include the following realignments from the National Capital Region and Philadelphia to SPCC Mechanicsburg: Naval Supply Systems Command, Aviation Supply Office, Defense Printing Systems Management Office and Food Service Systems Office. Total estimated one-time costs for the recommendation are \$88.9 million. Annual recurring savings are \$20.5 million with a return on investment in one year. The net present value of costs and savings over a twenty year period is a savings of \$102.8 million.

**Impacts:** The closure of this inventory control point will have an impact on the local economy. The projected potential employment loss (both direct and indirect) is 0.2 percent of the employment base of the Philadelphia, Pennsylvania, Metropolitan Statistical Area, assuming no economic recovery. There is no significant community infrastructure impact at the receiving installation. The closure of ASO Philadelphia will have a positive impact on the environment since a source of potential hazardous wastes and pollutants will be eliminated. Environmental mitigation and restoration will continue until complete.

## Naval Shipyard, Charleston, South Carolina

**Recommendation:** Close the Naval Shipyard (NSY) Charleston.

**Justification:** NSY Charleston's capacity is excess to that required to support the number of ships in the DoD Force Structure Plan. An analysis of naval shipyard capacity was performed with a goal of reducing excess capacity to the maximum extent possible while maintaining the overall military value of the remaining shipyards. The closure of NSY Charleston, when combined with the recommended closure of NSY Mare Island, California, results in the maximum reduction of excess capacity, and its workload can readily be absorbed by the remaining yards. The elimination of another shipyard performing nuclear work would reduce this capability below the minimum capacity required to support this critical area. The closure of NSY Charleston, in combination with Mare Island NSY, allows the elimination of a greater amount of excess capacity while maintaining the overall value of the remaining shipyards at a higher military value level than that of the current configuration of shipyards. Other options either reduced capacity below that required to support the approved force levels, eliminated specific capabilities needed to support mission requirements or resulted in a lower military value for this group of activities.

**Return On Investment:** Total estimated one-time costs for this closure are \$246.7 million. Annual recurring savings are \$66.2 million with a return on investment in one year. The net present value of costs and savings over a twenty-year period is a savings of \$385.3 million.

**Impacts:** The closure of NSY Charleston will have an impact on the local economy. The projected potential employment loss, both direct and indirect, is 5.2 percent of the local employment base in the Charleston Metropolitan Statistical Area (MSA), assuming no economic recovery. Other 1993 closure and realignment recommendations bring the total impact on the Charleston MSA to 15 percent. There is no significant community infrastructure impact at any receiving location resulting from this closure. Generation of hazardous wastes and pollutants will be eliminated. Currently, programmed environmental projects will be completed as part of the closure actions, which will also eliminate the need to operate the hazardous waste facilities and to do annual dredging.

## Naval Station Charleston, South Carolina

**Recommendation:** Close Naval Station (NS), Charleston and relocate assigned ships to Naval Stations, Norfolk, Virginia; Mayport, Florida; Pascagoula, Mississippi; Ingleside, Texas and Submarine Base, Kings Bay, Georgia. Appropriate personnel, equipment and support, to include the drydock, will be relocated with the ships. Disposition of major tenants is as follows: Planning, Estimating, Repair and Alterations (PERA) relocates to Portsmouth, Virginia; the Naval Investigative Service Regional Office disestablishes; Ship Intermediate Maintenance Activity, Charleston disestablishes, and the Naval Reserve Center and REDCOM 7 relocate to leased space in the Charleston area; Fleet and Mine Warfare Training Center relocates to Naval Station Ingleside, Fleet Training Center Mayport, and Fleet Training Center Norfolk; Submarine Training Facility Charleston disestablishes. Family housing located within the Charleston Navy complex will be retained as necessary to support the nearby Naval Weapons Station Charleston.

**Justification:** The piers and maintenance activity at NS Charleston are excess to the capacity required to support the DoD Force Structure Plan. A comprehensive analysis of naval station berthing capacity was performed with a goal of reducing excess capacity to the maximum extent while maintaining the overall military value of the remaining naval stations. To provide berthing to support projected force structure, the resulting mix of naval stations was configured to satisfy specific mission requirements, including: 100 percent aircraft carrier berthing in each fleet; ammunition ships at ESQD-approved berthing; one SSN/SSBN unique base complex per fleet; and maintenance of the Norfolk and San Diego fleet concentrations as part of the solution. The berths at the NS Charleston are excess to Navy requirements. The relocation of the 21 ships currently based at NS Charleston will allow the closure of this naval base and eliminate almost half of the excess berthing capacity in bases supporting the Atlantic Fleet. This closure, combined with other recommended closures and realignments in the Atlantic Fleet, results in the maximum reduction of excess capacity while increasing average military value of the remaining Atlantic Fleet Bases.

**Return On Investment:** Total estimated one-time costs for this recommendation are \$185.0 million. Annual recurring savings are \$92.6 million with an immediate return on investment. The net present value of costs and savings over a twenty year period is a savings of \$748.1 million.

**Impacts:** The closure of this naval station will have an impact on the local economy. The projected potential loss (both direct and indirect) is 7.0 percent of the employment base in the Charleston Metropolitan Statistical Area (MSA), assuming no economic recovery. Other 1993 closure and realignment recommendations bring the total impact

on this MSA, assuming no economic recovery, to 15 percent. There is no known community infrastructure impact at any receiving installation. There is no significant environmental impact resulting from this closure. Environmental cleanup will be continued until complete.

### **Naval Air Station, Dallas, Texas**

**Recommendation:** Close the Naval Air Station (NAS), Dallas and relocate its aircraft and associated personnel, equipment and support to Carswell Air Force Base, Fort Worth, Texas. The following Navy and Marine Corps Reserve Centers relocate to Carswell Air Force Base: Naval Reserve Center, Dallas, Marine Corp Reserve Center, Dallas, Marine Corps Reserve Center (Wing) Dallas, and REDCOM 11.

**Justification:** Naval air forces are being reduced consistent with the fleet reductions in the DoD Force Structure Plan. Projected force levels reflected for both active and reserve aviation elements leave the Navy with significant excess capacity in the reserve air station category. Closure of Naval Air Station, Dallas and reconstitution at Carswell Air Force Base provides the reserves with a significantly superior air base. The resulting air station, with Air Force reserve squadrons now as tenants, will remove the operational difficulties currently experienced at the Naval Air Station, Dallas, including flight conflicts with the civilian airport. This closure, combined with three others in this category, results in the maximum reduction of excess capacity in reserve air stations while increasing the average military value of the remaining bases in this category.

**Return On Investment:** Total estimated one-time costs for the recommendation are \$24.0 million. Annual recurring savings are \$5.2 million with a return on investment in five years. The net present value of costs and savings over a twenty year period is a savings of \$30.8 million.

**Impacts:** The closure of NAS Dallas will have an impact on the local economy. The projected potential employment loss (both direct and indirect) is 0.5 percent of the employment base of the Dallas, Texas Metropolitan Statistical Area, assuming no economic recovery. There is no known community infrastructure impact at the receiving installation. There will be no significant environmental impacts as a result of this action. Generation of hazardous waste and pollutants will be eliminated. The hazardous waste storage facility operated by NAS Dallas will have to be closed in accordance with the requirements of the Part B permit. In addition, this closure will remove special use air space restrictions (such as military operating areas), and reduce noise levels and air emissions.

### **Naval Aviation Depot Norfolk, Virginia**

**Recommendation:** Close Naval Aviation Depot (NADEP), Norfolk and relocate repair capability as necessary to other depot maintenance activities. This relocation may include personnel, equipment and support. The Depot workload will move to other depot maintenance activities, including the private sector.

**Justification:** Naval Aviation Depot Norfolk is recommended for closure because its capacity is excess to that required to support the DoD Force Structure Plan. Projected reductions require an almost 50 percent reduction in capacity in the Navy aviation depots. In determining the mix of aviation depots which would achieve the maximum reduction in excess capacity, the Navy determined that there must be at least one aviation depot at a fleet concentration on each coast. The work performed at NADEP, Norfolk can be performed at other aviation maintenance activities, including the private sector. While the military value of the Naval Aviation Depot, Norfolk was not substantially less than that of the Naval Aviation Depots at Cherry Point and Jacksonville, those NADEPs possess unique features and capabilities which required their retention. The closure of NADEP Norfolk will reduce excess capacity in this category and maintain or increase the average military value of the remaining depots.

**Return On Investment:** Total estimated one-time costs for the recommendation are \$172.5 million. Annual recurring savings are \$108.2 million with an immediate return on investment. The net present value of costs and savings over a twenty year period is a savings of \$748.5 million.

**Impacts:** The closure of the NADEP Norfolk will have an impact on the local economy. The projected potential loss (both direct and indirect) is 1.9 percent of the employment base of the Norfolk-Virginia Beach-Newport News, Virginia Metropolitan Statistical Area (MSA) assuming no economic recovery. However, because of other closures and realignments into this area, there will be a net 0.7 percent increase in employment. There is no known community infrastructure impact at any receiving installation. There are no significant environmental impacts occasioned by this closure. Generation of hazardous wastes and pollutants will be eliminated, as will air emissions, which will result in air emission "credits".

### **Naval Submarine Base, New London, Connecticut**

**Recommendation:** Realign Naval Submarine Base (NSB), New London by terminating its mission to homeport ships. Relocate berthed ships, their personnel, associated equipment and other support to the Submarine Base, Kings Bay, Georgia

and the Naval Station, Norfolk, Virginia. This relocation is to include a floating drydock. Piers, waterfront facilities, and related property shall be retained by the Navy at New London, Connecticut. The Nuclear Submarine Support Facility, a major tenant, relocates to Kings Bay, Georgia and Norfolk, Virginia; and another major tenant, the Nuclear Power Training Unit, disestablishes.

**Justification:** Naval Submarine Base, New London's capacity is excess to that required to support the number of ships reflected in the DoD Force Structure Plan. A comprehensive analysis of naval station berthing capacity was performed with a goal of reducing excess capacity to the maximum extent possible while maintaining the overall military value of the remaining naval stations. To provide berthing to support the projected force structure, the resulting mix of naval stations was configured to satisfy specific mission requirements, including: 100 percent aircraft carrier berthing in each fleet; ammunition ships at ESQD-approved berthing; one SSN/SSBN unique base complex per fleet; and maintenance of the Norfolk and San Diego fleet concentrations. With a reduction in ships, the Navy requires one submarine base per Fleet. In view of the capacity at the Submarine Base, Kings Bay and the Naval Station, Norfolk, the submarines based at New London can be relocated to activities with a higher military value. The education and training missions being performed at the Submarine Base, New London will continue to be performed there and the Navy will retain piers, waterfront facilities and related property. This realignment, combined with other recommended closures and realignments in the Atlantic Fleet, results in the maximum reduction of excess capacity while increasing the average military value of the remaining Atlantic Fleet bases.

**Return On Investment:** Total estimated one-time costs for this realignment are \$260 million. Annual recurring savings are \$74.6 million with an immediate return on investment. The net present value of costs and savings over a twenty year period is a savings of \$502.7 million.

**Impacts:** The realignment of Naval Submarine Base, New London will have an impact on the local economy. The projected potential employment loss (both direct and indirect) in the New London, CT-Norwich, CT-Rhode Island Metropolitan Statistical Area is 7.4 percent of the employment base, assuming no economic recovery. Potential community infrastructure impact was identified at Submarine Base, Kings Bay, Georgia, relating primarily to schools and roads. Costs of remediating these impacts were included in the return on investment calculations. This closure will result in a reduction in the generation of hazardous wastes, which, because Naval Submarine Base, New London is on the National Priorities List, will have a positive impact on the on-going efforts to clean up the site. There will be no other significant environmental impacts from this closure.

**Naval Surface Warfare Center Detachment  
White Oak, Maryland**

**Recommendation:** Disestablish the White Oak Detachment of the Naval Surface Warfare Center (NSWC) (Dahlgren), located at White Oak, Maryland. Relocate its functions, personnel, equipment and support to NSWC-Dahlgren, Virginia. The property and facilities at White Oak will be retained for use by the Navy so that it may, among other things, relocate the Naval Sea Systems (NAVSEA) Command from leased space in Arlington, Virginia.

**Justification:** This technical center is recommended for closure because its capacity is excess to that required by the DoD Force Structure Plan. There is excess capacity in this category based on a comparison of budgeted workload during the period 1986-1995 and the FY 1995 budgeted workload. A review of the Navy budget displays a clear decline in the period 1995-1999. As the work declines, the excess capacity increases thereby requiring a reduction in facilities and personnel. The technical centers throughout the Department of the Navy currently have significant excess capacity as these technical centers were established and sized to support significantly higher naval force levels and require resource levels greatly in excess of those projected if all resources are to be fully employed. Given this excess capacity and the imbalance with force and resource levels, it is imperative to realign and compress wherever possible so that the remaining technical centers will have the greater military value to the Department of the Navy.

**Return On Investment:** Total estimated one-time costs for this recommendation are \$74 million. Annual recurring savings are \$22.3 million with a return on investment in two years. The net present value of costs and savings over a twenty year period is a savings of \$103.3 million. This includes the relocation of NAVSEA.

**Impacts:** The closure of NSWC-Dahlgren, will have an impact on the local economy. The projected potential employment loss, both direct and indirect is 1.0 percent of the employment base in this Metropolitan Area, assuming no economic recovery. The closure of NSWC-Dahlgren will have a positive impact on the environment as a source of pollution will be eliminated. Environmental mitigation and restoration will continue until completed.

**1st Marine Corps District  
Garden City, New York**

**Recommendation:** Close the 1st Marine District, Garden City, New York and relocate necessary personnel, equipment and support to the Defense Distribution Region East, New Cumberland, Pennsylvania. The Defense Contract Management Area Office, a present tenant in the facility occupied by this activity as its host, will remain in place and assume responsibility for this facility. The Marine Corps Reserve Center, Garden City will relocate to Fort Hamilton, New York.

**Justification:** The reductions in force structure require a reduction of capacity in administrative activities. Consolidation of this activity into a joint services organization will enhance its ability to discharge its mission most effectively and economically.

**Return On Investment:** Total estimated one-time costs for the recommendation are \$6.3 million. Annual recurring savings are \$1 million with a return on investment in six years. The net present value of costs and savings over a twenty year period is a savings of \$2.8 million.

**Impacts:** The closure and relocation of this activity will have an impact on the local economy. The projected potential employment loss (both direct and indirect) is 0.01 percent of the employment base of the Nassau-Suffolk, Metropolitan Statistical Area, assuming no economic recovery. There is no known community infrastructure impact at any receiving installation. There are no environmental impacts occasioned by this closure and realignment. Any necessary environmental clean-ups will continue until completed.

**Naval Education and Training Center, Newport, Rhode Island**

**Recommendation:** Realign the Naval Education and Training Center (NETC) Newport and terminate the Center's mission to berth ships. Relocate the ships to Naval Station Mayport, Florida and Naval Station Norfolk, Virginia. Piers, waterfront facilities and related property shall be retained by NETC Newport. The Education and Training Center will remain to satisfy its education and training mission.

**Justification:** The piers and maintenance activity associated with NETC Newport are excess to the capacity required to support the DoD Force Structure Plan. A comprehensive analysis of naval station berthing capacity was performed with a goal of reducing excess capacity to the maximum extent possible while maintaining the

of key mission requirements and maximized efficiency. These factors included availability of training airspace, outlying fields and access to overwater training. The inland location of NAS Memphis and lack of training airspace make it a primary candidate for closure. Its realignment combined with the recommended closure of NAS Meridian, Mississippi, reduces excess capacity while allowing consolidation of naval air training around the two air stations with the highest military value. The resulting configuration increases the average military value of the remaining training air stations and maximizes efficiency through restructuring around the two hubs, thus increasing the effectiveness of aviation training. Relocation of the Naval Air Technical Training Center fills excess capacity created by the closure of the Naval Aviation Depot and the Naval Supply Center at NAS Pensacola.

**Return On Investment:** The total estimated one-time costs for both the NAS Meridian and NAS Memphis recommendations are \$274.1 million. Annual recurring savings for both actions are \$82.2 million with a return on investment in two years. The net present value of costs and savings over a twenty year period is a savings of \$481.1 million.

**Impacts:** The realignment of NAS Memphis will have an impact on the local economy. The projected potential employment loss, both direct and indirect, is 3.1 percent of the local employment base in the Memphis Metropolitan Statistical Area (MSA), assuming no economic recovery. It should be noted, however, that because of other 1993 realignment actions into this MSA, the net decrease is 2.2 percent. Realignment of NAS Memphis will reduce noise impacts and hazardous wastes generation. It will also remove special use airspace restrictions. This realignment has no significant environmental or community impacts at either NAS Pensacola or Carswell AFB.

#### **Naval Civil Engineering Laboratory (NCEL) Port Hueneme, California**

**Recommendation:** Close this technical center and realign necessary functions, personnel, equipment, and support at the Construction Battalion Center, Port Hueneme, California.

**Justification:** This technical center is recommended for closure because its capacity is in excess to that required by the DoD Force Structure Plan. There is excess capacity in this category based on a comparison of budgeted workload during the period 1986-1995 and the FY 1995 budgeted workload. A review of the Navy budget displays a clear decline in the period 1995-1999. Thus, as the work declines, the excess capacity

overall military value of the remaining naval stations. To provide berthing to support the projected force structure, the resulting mix of naval stations was configured to satisfy specific mission requirements, including: 100 percent aircraft carrier berthing in each fleet; ammunition ships at ESQD-approved berthing; one SSN/SSBN unique base complex per fleet; and maintenance of the Norfolk and San Diego fleet concentrations. NETC Newport currently berths five ships which can be absorbed at other homeports with a higher military value. This realignment, combined with other recommended closures and realignments in the Atlantic Fleet, results in the maximum reduction of excess capacity while increasing the average military value of the remaining Atlantic Fleet bases.

**Return On Investment:** Total estimated one-time costs for this realignment are \$23.5 million. Annual recurring savings are \$4.3 million with a return on investment in two years. The net present value of costs and savings over a twenty year period is a savings of \$20.3 million.

**Impacts:** The realignment of NETC Newport will have an impact on the local economy. The projected potential employment loss, both direct and indirect, is 3.0 percent of the local employment base in Newport County, assuming no economic recovery. There is no known community infrastructure impact at any receiving location. Realignment of NETC Newport will eliminate sources of pollution and remove operational and future developmental constraints such as explosive safety arcs and electromagnetic radiation hazard areas. There are no significant environmental impacts at either Naval Station Mayport or Naval Station Norfolk.

### **Naval Air Station Memphis, Tennessee**

**Recommendation:** Realign Naval Air Station (NAS) Memphis by terminating the flying mission and relocating its reserve squadrons to Carswell AFB, Texas. Relocate the Naval Air Technical Training Center to NAS Pensacola, Florida. The Bureau of Naval Personnel, currently in Washington DC, will be relocated to NAS Memphis as part of a separate recommendation.

**Justification:** Naval aviator requirements are decreasing as a result of carrier air wing and fleet reductions consistent with the DoD Force Structure Plan. The NAS Memphis capacity is excess to that required to train the number of student aviators required to meet fleet needs. The Navy analyzed its training air stations with a goal of reducing excess capacity to the maximum extent consistent with the decreasing throughput of students. Any remaining mix of air stations needed, at a minimum, to maintain the overall military value of the remaining bases, while allowing continuance

**Return On Investment:** Total estimated one-time costs for the recommendation are \$0.8 million. Annual recurring savings are \$1.3 million with an immediate return on investment. The net present value of costs and savings over a twenty year period is a savings of \$8.0 million.

**Impacts:** The realignment of this naval activity will have an impact on the local economy. The projected potential employment loss (both direct and indirect) is 0.01 percent of the employment base of the San Francisco, California Metropolitan Statistical Area, assuming no economic recovery. There is no known community infrastructure impact at any receiving installation. There are no significant environmental impacts occasioned by this realignment. Any necessary environmental clean-ups will continue until completed.

#### **Planning, Estimating, Repair and Alteration Centers (PERA)**

**Recommendation:** Disestablish the following four technical centers and relocate necessary functions, personnel, equipment, and support at the Supervisor of Shipbuilding, Conversion and Repair, San Diego, California, Portsmouth, Virginia and Newport News, Virginia:

(PERA)-(CV), Bremerton, Washington,  
(PERA)-(Surface) Atlantic, Norfolk, Virginia,  
(PERA)-(Surface) Pacific, San Francisco, California,  
(PERA)-(Surface) (HQ), Philadelphia, Pennsylvania.

**Justification:** These technical centers are recommended for disestablishment because their capacity is excess to that required by the DoD Force Structure Plan. There is excess capacity in this category based on a comparison of budgeted workload during the period 1986-1995 and the FY 1995 budgeted workload. A review of the Navy budget displays a clear decline in the period 1995-1999. Thus, as the work declines, the excess capacity increases thereby requiring a reduction in facilities and personnel. The technical centers throughout the Department of the Navy currently have significant excess capacity as these technical centers were established and sized to support significantly higher naval force levels and require resource levels greatly in excess of those projected if all resources are to be fully employed. Given this excess capacity and the imbalance with force and resource levels, it is imperative to realign and compress wherever possible so that the remaining technical centers will have the greater military value to the Department of the Navy.

increases thereby requiring a reduction in facilities and personnel. The technical centers throughout the Department of the Navy currently have significant excess capacity as these technical centers were established and sized to support significantly higher naval force levels and require resource levels greatly in excess of those projected if all resources are to be fully employed. Given this excess capacity and the imbalance with force and resource levels, it is imperative to realign and compress wherever possible so that the remaining technical centers will have the greater military value to the Department of the Navy. The Department of the Navy will dispose of this property and any proceeds will be used to defray base closure expenses.

**Return On Investment:** Total estimated one-time costs for this recommendation are \$27.0 million. Annual recurring savings are \$7.4 million with a return on investment in two years. The net present value of costs and savings over a twenty year period is a savings of \$37.2 million.

**Impacts:** The closure of this activity will have an impact on the local economy. The projected potential employment loss, both direct and indirect is 0.04 percent of the employment base in this Metropolitan Statistical Area, assuming no economic recovery. This closure will have a positive impact on the environment as a source of pollution will be eliminated. Environmental mitigation and restoration will continue until completed.

**Naval Facilities Engineering Command  
Western Engineering Field Division  
San Bruno, California**

**Recommendation:** Realign the Western Engineering Field Division, Naval Facilities Engineering Command (NAVFAC), San Bruno, California. Retain in place necessary personnel, equipment and support as a Base Realignment and Closure (BRAC) Engineering Field Activity under the management of the Southwestern Field Division, NAVFAC, San Diego, California.

**Justification:** The reduction in the force structure in the DoD Force Structure Plan and the closure of major naval activities in the San Francisco Bay area requires the realignment of this activity. The activity's capacity to handle NAVFAC's considerable responsibilities in dealing with environmental matters arising out of the 1993 round of base closures will remain in the same geographic area. The activity presently has such capacity. Retaining it for this purpose is a more economical and efficient alternative than relocating it to San Diego and then handling on-site problems on a travel status.

### **Naval Hospital, Orlando, Florida**

**Recommendation:** Close the Naval Hospital, Orlando and relocate certain military and civilian personnel to other Naval Hospitals.

**Justification:** Naval Hospitals are situated and their size determined for location near operating forces whose personnel will require medical support in numbers significant enough to mandate a medical facility as large as a hospital. Given the extensive use of CHAMPUS, any Naval Hospital closure must be predicated upon the elimination of the forces which created a demand for the presence of a Naval Hospital in the first instance. The Naval Training Center, Orlando which was supported by the Naval Hospital, Orlando is being recommended for closure. Accordingly, the operating force support previously provided by the Naval Hospital, Orlando is no longer required and closure follows the decision to close the Naval Training Center.

**Return On Investment:** Total estimated one-time costs for this recommendation are \$51.3 million. Annual recurring savings are \$8.1 million with a return on investment in six years. The net present value of costs and savings over a twenty year period is a savings of \$21.9 million.

**Impacts:** The closure of Naval Hospital, Orlando will have an impact on the local economy. The projected potential employment loss, both direct and indirect, is 0.4 percent of the employment base in the Orlando, Florida Metropolitan Statistical Area, assuming no economic recovery. The closure of the Naval Hospital will have a positive impact on the environment as a source of pollution will be eliminated. Environmental mitigation and restoration will continue until completed.

### **Naval Supply Center, Pensacola, Florida**

**Recommendation:** Disestablish the Naval Supply Center (NSC) Pensacola.

**Justification:** NSC Pensacola's capacity is excess to the requirements of the DoD Force Structure Plan. The principal customer of NSC Pensacola, the Naval Aviation Depot, Pensacola is also recommended for closure. The workload of NSC Pensacola will move with its customer's workload to receiving bases.

**Return on Investment:** Total estimated one-time costs for this recommendation are \$7.9 million. Annual recurring savings are \$6.7 million with an immediate return on investment. The net present value of costs and savings over a twenty year period is a savings of \$62.8 million.

**Return On Investment:** Estimated one-time costs of disestablishing PERA (CV) are \$6.3 million. Annual recurring savings are \$0.7 million with a return on investment in 12 years. The net present value of costs and savings over a twenty year period is a savings of 0.7 million. Combined one-time costs for disestablishing the other three PERAs (Surface) are \$8.8 million. Annual recurring savings are \$2.3 million with a return on investment in four years. The net present value of costs and savings over a twenty year period is a savings of \$13.7 million.

**Impacts:** Disestablishing the PERAs will have an impact on the local economies in each locality. The projected potential employment loss, both direct and indirect, for each locality is as follows:

- 0.4 percent in the Puget Sound, WA, MSA
- 0.01 percent in the Norfolk-Virginia Beach-Newport News MSA
- 0.09 percent in the Vallejo-Fairfield-Napa, CA, MSA
- 0.02 percent in the Philadelphia, PA-New Jersey, MSA

Disestablishing these centers will have a positive impact on the environment as a source of pollution will be eliminated.

### **Public Works Center, San Francisco, California**

**Recommendation:** Disestablish the Public Works Center (PWC) San Francisco.

**Justification:** PWC San Francisco's capacity is excess to that required by the DoD Force Structure Plan and, due to other Navy closures and realignments, its principal customer base has been eliminated.

**Return On Investment:** Total estimated one-time costs for this recommendation are \$37.5 million. Annual savings are \$27.1 million with an immediate return on investment. The net present value of costs and savings over a twenty year period is a savings of \$180.2 million.

**Impacts:** Disestablishment of PWC San Francisco will have an impact on the local economy. The projected potential employment loss, both direct and indirect, is 0.3 percent of the employment base in the Oakland Metropolitan Statistical Area (MSA), assuming no economic recovery. Other 1993 closure and realignment recommendations bring the total impact on the Oakland MSA to 4.9 percent. The disestablishment of PWC will have a positive impact on the environment as a source of pollution will be eliminated. Environmental mitigation and restoration will continue until completed.

Area, assuming no economic recovery. The disestablishment of NSWC-Carderock will have a positive impact on the environment as a source of pollution will be eliminated. Environmental mitigation and restoration will continue until completed.

### **Navy Radio Transmission Facility, Annapolis, Maryland**

**Recommendation:** Disestablish the Navy Radio Transmission Facility (NRTF), Annapolis. The Navy shall retain the real property on which this facility resides.

**Justification:** This action is recommended to eliminate redundancy in geographic coverage in Naval telecommunications. Projected reductions contained in the DoD Force Structure Plan support a decrease in telecommunications capacity. South-Atlantic VLF communications coverage is duplicated by the NRTF Annapolis and NCTS Puerto Rico, and the Mid-Atlantic VLF by NRTF Annapolis and NRTF Cutler, Maine. Since both the Puerto Rico and the Maine facilities also are the sole coverage for another geographic area, and since NRTF Annapolis is not, it could be disestablished without eliminating coverage. The property on which this activity has been sited will be retained by the Navy to support educational requirements at the Naval Academy.

**Return on Investment:** Total estimated one-time costs for this recommendation are \$0.5 million. Annual recurring savings are \$0.1 million with an immediate return on investment. The net present value of costs and savings over a twenty year period is a savings of \$6.4 million.

**Impacts:** There will be no net change in employment as a result of this action. The current staffing is scheduled for elimination as a result of planned force structure changes. There is no significant impact on the environment resulting from this closure.

### **Sea Automated Data Systems Activity (SEAADSA) Indian Head, Maryland**

**Recommendation:** Disestablish the Sea Automated Data Systems Activity (SEAADSA) and relocate necessary functions, personnel, equipment, and support at Naval Surface Warfare Center (NSWC) Indian Head, Maryland.

**Justification:** This technical center is recommended for disestablishment because its capacity is excess to that required by the DoD Force Structure Plan. There is excess capacity in this category based on a comparison of budgeted workload during the

**Impacts:** The disestablishment of NSC Pensacola will have an impact on the local economy. The projected potential employment loss, both direct and indirect, is 0.3 percent of the employment base in the Pensacola Metropolitan Statistical Area (MSA), assuming no economic recovery. Other 1993 closure and realignment recommendations bring the total impact on the Pensacola MSA to a net gain of 4.3 percent. The disestablishment of NSC Pensacola will have a positive impact on the environment as a source of potential hazardous wastes and pollutants will be eliminated. Environmental mitigation and restoration will continue until completed.

### **Naval Surface Warfare Center Detachment Annapolis, Maryland**

**Recommendation:** Disestablish the Naval Surface Warfare Center (NSWC)-Carderock, Annapolis Detachment, Annapolis, Maryland, and relocate the necessary functions, personnel, equipment and support to the Naval Surface Warfare Center (NSWC)-Carderock, Philadelphia Detachment, Philadelphia, Pennsylvania, and NSWC-Carderock, Bethesda, Maryland.

**Justification:** This technical center is recommended for disestablishment because its capacity is excess to that required by the DoD Force Structure Plan. There is excess capacity in this category based on a comparison of budgeted workload during the period 1986-1995 and the FY 1995 budgeted workload. A review of the Navy budget displays a clear decline in the period 1995-1999. Thus, as the work declines, the excess capacity increases thereby requiring a reduction in facilities and personnel. The technical centers throughout the Department of the Navy currently have significant excess capacity as these technical centers were established and sized to support significantly higher naval force levels and require resource levels greatly in excess of those projected if all resources are to be fully employed. Given this excess capacity and the imbalance with force and resource levels, it is imperative to realign and compress wherever possible so that the remaining technical centers will have the greater military value to the Department of the Navy.

**Return On Investment:** Total estimated one-time costs for this recommendation are \$24.8 million. Annual recurring savings are \$7.8 million with a return on investment in three years. The net present value of costs and savings over a twenty year period is a savings of \$30.8 million.

**Impacts:** The disestablishment of NSWC-Carderock, Annapolis Detachment will have an impact on the local economy. The projected potential employment loss, both direct and indirect is 0.05 percent of the employment base in this Metropolitan Statistical

In arriving at the recommendation to close NAF Detroit, a specific analysis was conducted to ensure that there was demographic support for purposes of force recruiting in the areas to which the reserve aircraft are being relocated.

**Return On Investment:** Total estimated one-time costs for the recommendation are \$4.9 million. Annual recurring savings are \$10.3 million with an immediate return on investment. The net present value of costs and savings over a twenty year period is a savings of \$103.2 million.

**Impacts:** The closure of NAF Detroit will have an impact on the local economy. The projected potential employment loss (both direct and indirect) is 0.05 percent of the employment base of the Detroit, Michigan Metropolitan Statistical Area, assuming no economic recovery. There is no significant community infrastructure impact at any receiving installation. There will be no significant environmental impacts resulting from this action. The closure will eliminate the generation of hazardous wastes and pollutants.

#### **Naval Air Facility, Midway Island**

**Recommendation:** Close Naval Air Facility (NAF), Midway Island.

**Justification:** The 1991 Commission Report, pages 5-19, recommended the elimination of the mission at NAF Midway Island and its continued operation under a caretaker status. Based on the DoD Force Structure Plan, its capacity is excess to that needed to support forces in its geographic area. There is no operational need for this air facility to remain in the inventory even in a caretaker status. Therefore, the Navy recommends that NAF Midway be closed and appropriate disposal action taken.

**Return On Investment:** The one-time cost of this closure is \$2.1 million. The annual recurring savings is \$6.6 million with an immediate return on investment. The net present value of costs and savings over a twenty year period is a savings of \$66.1 million.

**Impacts:** Because of the light economic activity at this geographic area, there will be no significant impact on the local economy resulting from this recommendation. Closure of this facility will perpetuate the restrictions incident to the designation by the U.S. Fish and Wildlife Service of Midway Atoll as an Overlay National Wildlife Refuge. All environmental clean-up efforts will continue until complete.

**Submarine Maintenance, Engineering, Planning  
and Procurement (SUBMEPP), Portsmouth, New Hampshire**

**Recommendation:** Disestablish the Submarine Maintenance, Engineering, Planning and Procurement (SUBMEPP), New Hampshire and relocate the necessary functions, personnel, equipment, and support at Supervisor of Shipbuilding, Conversion and Repair, Portsmouth Naval Shipyard, Kittery, Maine.

**Justification:** This technical center is recommended for disestablishment because its capacity is excess to that required by the DoD Force Structure Plan. There is excess capacity in this category based on a comparison of budgeted workload during the period 1986-1995 and the FY 1995 budget workload. A review of the Navy budget displays a clear decline in the period 1995-1999. Thus, as the work declines, the excess capacity increases thereby requiring a reduction in facilities and personnel. The technical centers throughout the Department of the Navy currently have significant excess capacity as these technical centers were established and sized to support significantly higher naval force levels and require resource levels greatly in excess of those projected if all resources are to be fully employed. Given this excess capacity and the imbalance with force and resource levels, it is imperative to realign and compress wherever possible so that the remaining technical centers will have the greater military value to the Department of the Navy.

**Return On Investment:** Total estimated one-time costs for this recommendation are \$5.9 million. Annual recurring savings are \$2.6 million with a return on investment in one year. The net present value of costs and savings over a twenty year period is a savings of \$18.5 million.

**Impacts:** The closure of SUBMEPP will have an impact on the local economy. The projected potential employment loss, both direct and indirect is less than 0.01 percent of the employment base in this MSA assuming no economic recovery. The disestablishment of SUBMEPP will have a positive impact on the environment as a source of pollution will be eliminated. Environmental mitigation and restoration will continue until completed.

**Naval Air Warfare Center - Aircraft Division  
Trenton, New Jersey**

**Recommendation:** Close the Aircraft Division of the Naval Air Warfare Center (NAWC) Trenton, New Jersey and relocate appropriate functions, personnel, equipment and support to the Arnold Engineering Development Center, Tullahoma, Tennessee, and the Naval Air Warfare Center, Patuxent River, Maryland.

**Justification:** This technical center is recommended for closure because its capacity is excess to that required by the DoD Force Structure Plan. There is excess capacity in this category based on a comparison of budgeted workload during the period 1986-1995 and the FY 1995 budgeted workload. A review of the Navy budget displays a clear decline in the period 1995-1999. As the work declines, the excess capacity increases thereby requiring a reduction in facilities and personnel. The technical centers throughout the Department of the Navy currently have significant excess capacity as these technical centers were established and sized to support significantly higher naval force levels and require resource levels greatly in excess of those projected if all resources are to be fully employed. Given this excess capacity and the imbalance with force and resource levels, it is imperative to realign and compress wherever possible so that the remaining technical centers will have the greater military value to the Department of the Navy. The closure of the Trenton Detachment completes a realignment of NAWCS approved by the 1991 Defense Base Closure and Realignment Commission, with continuing reductions in forces being supported and in resource levels. Further consolidations are required so that we may have the most efficient and economic operation.

**Return On Investment:** Total estimated one-time costs for the recommendation are \$50.1 million. Annual recurring savings are \$17.8 million with a return on investment in two years. The net present value of costs and savings over a twenty year period is a savings of \$94.8 million.

**Impacts:** The closure of this naval technical center will impact the local economy. The projected potential employment loss (both direct and indirect) is 0.6 percent of the employment base of the Trenton, New Jersey Metropolitan Statistical Area, assuming no economic recovery. The closure of this center will have a positive impact on the environment, as a source of pollution will be eliminated. Environmental mitigation and restoration will continue until completed.

**DOD Family Housing and  
Family Housing Office  
Niagara Falls, New York**

**Recommendation:** Close the DoD Family Housing Office and the 111 housing units it administers.

**Justification:** The force reductions in the DOD Force Structure Plan require reduction of support activities as well. This activity administers housing units which are old and substandard and expensive to maintain. These housing units are occupied by military personnel performing recruiting duties in the local area. The number of recruiting personnel will be drawing down, and those that remain will be able to find adequate housing on the local economy.

**Return On Investment:** Total estimated one-time costs for the recommendation are \$0.1 million. Annual recurring savings are \$1.5 million with an immediate return on investment. The net present value of costs and savings over a twenty year period is a savings of \$15.5 million.

**Impacts:** This closure will have an impact on the local economy. The projected potential employment loss (both direct and indirect) is 0.04 percent of the employment base of the Niagara Falls Metropolitan Statistical Area, assuming no economic recovery. There is no significant community infrastructure impact resulting from this closure. There are no significant environmental impacts occasioned by this closure. Any necessary environmental clean-ups will continue until completed.

**Naval Air Technical Services Facility, Philadelphia, Pennsylvania**

**Recommendation:** Close the Naval Air Technical Services Facility, Philadelphia and relocate certain personnel, equipment and support to the new Naval Air Systems Command Headquarters, Patuxent River, Maryland.

**Justification:** Projected reductions in the DoD Force Structure Plan results in a decrease in required technical center capacity. Budget levels and the number of operating forces being supported by technical centers continue to decline. The technical centers throughout the Department of the Navy currently have significant excess capacity as these technical centers were established and sized to support significantly higher force levels and require resource levels greatly in excess of those projected. Given this excess capacity and the imbalance with force and resource levels, it is imperative to realign and consolidate wherever possible so that the remaining

technical centers will have the greater military value to the DoD. Closure of the Technical Services Facility eliminates excess capacity and allows the consolidation of necessary functions at the new headquarters concentration for the Naval Air Systems Command producing economies and efficiencies in the management of assigned functions. This consolidation will also incorporate the Depot Operation Center and the Aviation Maintenance Office currently at Patuxent River.

**Return On Investment:** This recommendation was considered as part of a package to support the new Naval Air Systems Command Headquarters and the COBRA data below applies to the following realignments at Naval Air Warfare Center - AD, Patuxent River, Maryland: Naval Air Systems Command, Naval Aviation Depot Operations Center, Naval Aviation Maintenance Office, and Naval Air Technical Services Facility. The total estimated one-time costs for this recommendation are \$198.0 million. Annual recurring savings are \$41.6 million with a return on investment in three years. The net present value of the costs and savings is a savings of \$169.4 million.

**Impacts:** The closure of this naval technical center will have an impact on the local economy. The projected potential employment loss (both direct and indirect) is 0.02 percent of the employment base of the Philadelphia, Pennsylvania, New Jersey Metropolitan Statistical Area, assuming no economic recovery. There is no significant community infrastructure impact at any receiving installation. There will be no significant environmental impacts resulting from this action. Any necessary environmental clean-up efforts will be continued until completed.

### **Naval Hospital, Charleston, South Carolina**

**Recommendation:** Close the Naval Hospital, Charleston and relocate certain military and civilian personnel to other Naval Hospitals.

**Justification:** Naval Hospitals are situated and their size determined for location near operating forces whose personnel will require medical support in numbers significant enough to mandate a medical facility as large as a hospital. Given the extensive use of CHAMPUS, any Naval Hospital closure must be predicated upon the elimination of the operating forces which created a demand for the presence of a Naval Hospital in the first instance. As a result of the closure of the Charleston Naval Station, the Charleston Naval Shipyard and the supporting Supply Center and Public Works Center, the active duty personnel previously supported by the Naval Hospital, Charleston, are no longer in the area to be supported. Closure of the Naval Hospital follows the closure of these activities supporting these operating forces.

**Return On Investment:** Total estimated one-time costs for this recommendation are \$36.7 million. Annual recurring savings are \$18.5 million with an immediate return on investment. The net present value of costs and savings over a twenty year period is a savings of \$131 million.

**Impacts:** The closure of Naval Hospital, Charleston will have an impact on the local economy. The projected potential employment loss, both direct and indirect, is 1.1 percent of the employment base in the Charleston Metropolitan Statistical Area, assuming no economic recovery. The closure of the Naval Hospital will have a positive impact on environmental mitigation, and restoration will continue until completed.

### **Naval Supply Center, Charleston, South Carolina**

**Recommendation:** Disestablish the Naval Supply Center (NSC) Charleston.

**Justification:** NSC Charleston's capacity is excess to the requirements of the DoD Force Structure Plan. The principal customers of NSC Charleston, the Charleston Naval Shipyard and the Naval Station Charleston, have been recommended for closure. The workload of NSC Charleston will move with its customer's workload to receiving bases.

**Return on Investment:** Total estimated one-time costs for this recommendation are \$13.6 million. Annual recurring savings are \$16.0 million with an immediate return on investment. The net present value of costs and savings over a twenty year period is a savings of \$122.6 million.

**Impacts:** The disestablishment of NSC Charleston will have an impact on the local economy. The projected potential employment loss, both direct and indirect, is 0.4 percent of the employment base in the Charleston Metropolitan Statistical Area (MSA), assuming no economic recovery. Other 1993 closure and realignment recommendations bring the total impact on the Charleston MSA to 15 percent. The disestablishment of NSC Charleston will have a positive impact on the environment as hazardous wastes and pollutants will no longer be generated. Environmental mitigation and restoration will continue until completed.

**Naval Surface Warfare Center, Detachment  
Virginia Beach, Virginia**

**Recommendation:** Disestablish the Virginia-Beach Detachment of the Naval Surface Warfare Center, Port Hueneme and relocate its functions, personnel, equipment and support to the Fleet Combat Training Center, Dam Neck, Virginia.

**Justification:** This technical center is recommended for disestablishment because its capacity is excess to that required by the DoD Force Structure Plan. There is excess capacity in this category based on a comparison of budgeted workload during the period 1986-1995 and the FY 1995 budgeted workload. A review of the Navy budget displays a clear decline in the period 1995-1999. As the work declines, the excess capacity increases thereby requiring a reduction in facilities and personnel. The technical centers throughout the Department of the Navy currently have significant excess capacity as these technical centers were established and sized to support significantly higher naval force levels and require resource levels greatly in excess of those projected if all resources are to be fully employed. Given this excess capacity and the imbalance with force and resource levels, it is imperative to realign and compress wherever possible so that the remaining technical centers will have the greater military value to the Department of the Navy.

**Return On Investment:** Total estimated one-time costs for this recommendation are \$2.0 million. Annual recurring savings are \$7.0 million with an immediate return on investment. The net present value of costs and savings over a twenty year period is a savings of \$47.8 million.

**Impacts:** The disestablishment of the Detachment will have an impact on the local economy. The projected potential employment loss, both direct and indirect, is 0.03 percent of the employment base in this Metropolitan Statistical Area, assuming no economic recovery. The disestablishment of the Detachment will have a positive impact on the environment as a source of pollution will be eliminated. Environmental mitigation and restoration will continue until completed.

**Navy Radio Transmission Facility, Driver, Virginia**

**Recommendation:** Close the Navy Radio Transmission Facility (NRTF), Driver.

**Justification:** This closure is recommended to eliminate redundancy in geographic coverage in Naval telecommunications. Projected reductions contained in the DoD Force Structure Plan support a decrease in telecommunications capacity. Mid-Atlantic

HF communications coverage is duplicated by the NRTF Driver and NRTF Saddle Branch, Florida.

**Return on Investment:** Total estimated one-time costs for this recommendation are \$0.5 million. Annual recurring savings are \$2.1 million with an immediate return on investment. The net present value of costs and savings over a twenty year period is a savings of \$20.1 million.

**Impacts:** The closure of this transmission facility will have no impact on the local economy since current staffing is scheduled for elimination as a result of planned force structure changes. The closure of NRTF Driver will have a positive impact on the environment since the source of potential hazardous wastes and pollutants will be eliminated.

#### **Naval Undersea Warfare Center Detachment Norfolk, Virginia**

**Recommendation:** Disestablish the Norfolk Detachment of the Naval Undersea Warfare Center, Newport, Rhode Island, and relocate its functions, personnel, equipment and support to the Naval Undersea Warfare Center (NUWC), Newport, Rhode Island.

**Justification:** This technical center is recommended for closure because its capacity is excess to that required by the approved DoD Force Structure Plan. There is excess capacity in this category based on a comparison of budgeted workload during the period 1986-1995 and the FY 1995 budgeted workload. A review of the Navy budget displays a clear decline in the period 1995-1999. Thus, as the work declines, the excess capacity increases thereby requiring a reduction in facilities and personnel. The technical centers throughout the Department of the Navy currently have significant excess capacity as these technical centers were established and sized to support significantly higher naval force levels and require resource levels greatly in excess of those projected if all resources are to be fully employed. Given this excess capacity and the imbalance with force and resource levels, it is imperative to realign and compress wherever possible so that the remaining technical centers will have the greater military value to the Department of the Navy.

**Return On Investment:** Total estimated one-time costs for this recommendation are \$18.2 million. Annual recurring savings are \$6.1 million with a return on investment in four years. The net present value of costs and savings over a twenty year period is a savings of \$38.4 million.

**Impacts:** The closure of NUWC, Norfolk Detachment, will have an impact on the local economy. The projected potential employment loss, both direct and indirect, is 0.4 percent of the employment base in this Metropolitan Statistical Area, assuming no economic recovery. The closure of NUWC, Norfolk Detachment, will have a positive impact on the environment as a source of pollution will be eliminated. Environmental mitigation and restoration will continue until completed.

### **National Capital Region (NCR) Activities**

**Recommendation:** Realign Navy National Capital Region activities and relocate them as follows:

**Naval Air Systems Command to  
Naval Air Station  
Patuxent River, Maryland**

**Naval Supply Systems Command,  
(including Food Service System Office, and  
Defense Printing Management Systems Office) to  
Ship Parts Control Center  
Mechanicsburg, Pennsylvania**

**Bureau of Naval Personnel  
(including Office of Military Manpower Management) to  
Naval Air Station  
Memphis, Tennessee**

**Naval Recruiting Command to  
Naval Training Center  
Great Lakes, Illinois**

**Naval Security Group Command,  
(including Security Group Station, and  
Security Group Detachment, Potomac) to  
National Security Agency  
Ft. Meade, Maryland**

**Tactical Support Office to  
Commander-in-Chief  
Atlantic Fleet  
Norfolk, Virginia**

Relocate the following National Capital Region activities from leased space to Government-owned space in one of these locations: Navy Annex, Arlington, Virginia; Washington Navy Yard, Washington, D.C.; 3801 Nebraska Avenue, Washington, D.C.; Marine Corps Combat Development Command, Quantico, Virginia; or the White Oak facility, Silver Spring, Maryland:

Naval Sea Systems Command  
Naval Facilities Engineering Command  
Space and Naval Warfare Systems Command  
Office of the General Counsel  
Office of the Judge Advocate General  
Navy Field Support Activity  
Office of the Secretary of the Navy  
\* Legislative Affairs  
\* Program Appraisal  
\* Comptroller  
\* Inspector General  
\* Information  
Office of the Chief of Naval Operations  
Office of Civilian Manpower Management  
International Programs Office  
Combined Civilian Personnel Office  
Navy Regional Contracting Center  
Naval Criminal Investigative Service  
Naval Audit Service  
Strategic Systems Programs Office  
Office of the Deputy Chief of Staff (Installations & Logistics), U.S.  
Marine Corps  
Office of the Deputy Chief of Staff (Manpower & Reserve Affairs), U.S.  
Marine Corps  
Marine Corps Systems Command (Clarendon Office)

**Justification:** Current DoD policy is to consider relocating outside the NCR all activities whose mission does not require them to be in the NCR. Both NAVAIR and NAVSUP could be relocated to sites outside the NCR where they could be collocated with major subordinate activities. Additionally, Naval Sea Logistics Center, Mechanicsburg, Pennsylvania, also will consolidate, in place, at SPCC Mechanicsburg, thereby promoting logistics resource efficiencies. Further, BUPERS and the office responsible for the military boards, as well as the Naval Manpower Analysis Center, Chesapeake, Virginia, with a large percentage of enlisted personnel and junior officers, could achieve a material increase in the quality of life of their personnel by relocating

to Memphis, Tennessee, a city, which being an airline hub, also offers easy ingress and egress. The Recruiting Command is being collocated with the Navy's recruit training center at Great Lakes, Illinois. The Security Group command and activities are being collocated at Fort Meade, Maryland, with the National Security Agency, the principal agency with whom they deal on a daily basis. Finally, the Tactical Support Activity is being collocated in Norfolk, Virginia, with one of its major customers, CINCLANTFLT.

All of the remaining NCR activities will be moved from their present facilities in leased commercial space to vacant Government-owned space in one of five locations: the Navy Annex; the Navy Yard; Nebraska Avenue; Quantico, Virginia; and White Oak, Maryland. These actions will terminate DON's reliance on use of leased space in the NCR.

**Return On Investment:** The total estimated one-time costs for the realignments of Naval Air Systems Command, Naval Aviation Depot Operations Center, Naval Training Systems Center, Naval Aviation Maintenance Office, and Naval Air Technical Services Facility to NAWC-AD, Patuxent River, Maryland are \$198.0 million. Annual recurring savings are \$41.6 million, with a return on investment in three years. Net present value of the costs and savings is \$169.4 million.

Total estimated one-time costs for the realignments of the Naval Supply Systems Command, the Aviation Supply Office, Defense Printing Systems Management Office, and Food Service Systems Office to the Ship Parts Control Center, Mechanicsburg, Pennsylvania, are \$88.9 million. Annual recurring savings are \$20.5 million, with a return on investment in one year. The net present value of costs and savings over a twenty year period is a savings of \$102.8 million.

Total estimated one-time costs for the realignments of the Bureau of Naval Personnel, the Office of Military Manpower Management, and the Naval Manpower Analysis Center to the Naval Air Station, Memphis, Tennessee, are \$59.2 million. Annual recurring savings are \$20.2 million, with a return on investment in four years. The net present value of costs and savings over a twenty year period is a savings of \$118.2 million.

Total estimated one-time costs for the realignment of the Naval Recruiting Command to NTC Great Lakes are \$6.8 million. Annual recurring savings are \$1.4 million, with a return on investment in seven years. The net present value of costs and savings over a twenty year period is a savings of \$5.5 million.

Total estimated one-time costs for the realignment of the Naval Security Group Command to Fort Meade, Maryland, are \$6.6 million. Annual recurring savings are \$9.7 million, with an immediate return on investment. The net present value of costs and savings over a twenty year period is a savings of \$93.0 million.

Total estimated one-time costs for the realignment of the Tactical Support Activity from its facilities both in the Washington Navy Yard and Silver Spring, Maryland, to Norfolk, Virginia; the realignment of the Naval Surface Warfare Center - Dahlgren, White Oak Detachment, to Dahlgren, Virginia; and the realignment of the Naval Sea Systems Command from leased space in Arlington, Virginia, to White Oak, are \$74.6 million. Annual recurring savings are \$22.3 million, with a return on investment in two years. The net present value of costs and savings over a twenty year period is a savings of \$103.3 million.

The costs incurred and savings accrued from the movement of activities out of leased space into Government-owned space were included in the return on investment calculations shown above.

**Impacts:** The closure and realignments discussed in this recommendation will have an impact on the local economy. The projected potential employment loss (both direct and indirect) for these combined actions is 0.8 percent of the employment base of the Washington, DC-Maryland-Virginia Metropolitan Statistical Area, assuming no economic recovery. The impact would be hardest felt in the Northern Virginia portion of that area. There is no significant impact at any receiving location. There are no significant environmental impacts resulting from these closures and realignments. Any necessary environmental remediation will continue until completed.

### **Stand-Alone Navy and Marine Corps Reserve Centers**

**Recommendation:** Close the following reserve centers:

Navy/Marine Corps Reserve Centers at:

Fort Wayne, Indiana  
Billings, Montana  
Abilene, Texas

**Naval Reserve Centers at:**

Gadsden, Alabama  
Montgomery, Alabama  
Fayetteville, Arkansas  
Fort Smith, Arkansas  
Pacific Grove, California  
Macon, Georgia  
Terre Haute, Indiana  
Hutchinson, Kansas  
Monroe, Louisiana  
New Bedford, Massachusetts  
Pittsfield, Massachusetts  
Joplin, Missouri  
St. Joseph, Missouri  
Great Falls, Montana  
Missoula, Montana  
Atlantic City, New Jersey  
Perth Amboy, New Jersey  
Jamestown, New York  
Poughkeepsie, New York  
Altoona, Pennsylvania  
Kingsport, Tennessee  
Memphis, Tennessee  
Ogden, Utah  
Staunton, Virginia  
Parkersburg, West Virginia

**Naval Reserve Facility at:**

Alexandria, Louisiana  
Midland, Texas

**Readiness Command Districts at:**

Olathe, Kansas (REDCOM 18)  
Scotia, New York (REDCOM 2)  
Ravenna, Ohio (REDCOM 5)

**Justification:** The DOD Force Structure Plan requires the reduction of reserve assets as it does active duty assets. These Reserve Centers are being closed because their capacity is excess to the projected Navy/Marine Corps requirements. In arriving at the recommendation to close the Reserve Centers, specific analysis was conducted to ensure that there was either an alternate location available to accommodate the affected reserve population (e.g., realign with an existing reserve center), or demographic support for purposes of force recruiting in the areas to which units were being relocated. This specific analysis, conducted through the COBRA model, supports these closures.

**Return On Investment:** The total estimated one-time costs for the closure of these 33 Reserve Centers are \$6.9 million. Annual recurring savings are \$17.2 million. Twenty-seven of the recommendations obtain an immediate return on investment. The remaining recommendations obtain return on investment within a range of 4 to 10 years. The net present value of costs and savings over a twenty-year period is a savings of \$160.9 million.

**Impacts:** Because of the small size of these Naval and Marine Corps Reserve Centers, their closure will have a negligible impact on the various local economies. There is no known community infrastructure impact at any receiving installation. Likewise, these closures will have no significant environmental impacts.

**Hunters Point Annex to Naval Station Treasure Island  
San Francisco, California**

**Recommendation:** Permit the Navy to dispose of this facility in any lawful manner, including outleasing.

**Justification:** The 1991 Commission Report, at pages 5-18, recommended closing the Hunters Point Annex and outleasing the entire property, with provisions for continued occupancy of space for Supervisor of Shipbuilding, Conversion, and Repair; Planning, Engineering, Repair, and Alterations Detachment; and a Contractor-Operated test facility.

Force level reductions consistent with the DoD Force Structure Plan remove any long-term need to retain all of this facility for emergent requirements. The recommended closure of the major naval installations in this geographic area terminates any requirement for these facilities. The limitation of disposal authority to outleasing unnecessarily restricts the Navy's ability to dispose of this property in a timely and lawful manner.

**Impacts:** There are no significant economic impacts occasioned by this recommendation since the Navy is only seeking approval of having access to additional disposal authorities, the decision to dispose of this facility already having been made in 1991 Commission recommendations. Likewise, there are no environmental impacts in addition to those raised previously. All environmental clean-up efforts will continue until complete.

### **Naval Weapons Evaluation Facility, Albuquerque, New Mexico**

**Recommendation:** Permit a small detachment of the Weapons Division to remain after the closure of the Naval Weapons Evaluation Facility (NWEF) in order to provide liaison with the Sandia Laboratory of the Department of Energy.

**Justification:** This recommendation was originally intended as an exception to the 1991 recommendation to close NWEF Albuquerque, but was not included in the specific DoD recommendations. The Navy has a continuing need for a detachment to provide liaison with the Sandia Laboratory and other agencies involved in nuclear programs in that geographic area. The detachment would remain as a tenant of Kirtland Air Force Base.

**Impacts:** There are no significant economic or environmental impacts resulting from this recommendation, since the Navy is only leaving a small detachment in place.

### **Naval Electronic Systems Engineering Centers**

**Recommendation:** Change the receiving location of the Naval Electronic Systems Engineering Center (NESEC) San Diego, California and the NESEC Vallejo, California to be Air Force Plant #19 in San Diego vice new construction at Point Loma, San Diego, California.

**Justification:** This is a change from the 1991 Commission action which called for closure of NESEC San Diego and relocation to Point Loma to form Naval Command, Control and Ocean Surveillance Center (NCCOSC). Air Force Plant #19 was operated by a contractor as an Air Force Government-Owned-Contractor-Owned and NESEC San Diego subleased space. Now the contractor has left and Air Force offered to transfer Plant 19 without reimbursement. Rehabilitation can be accomplished within the estimates of the BRAC 91 recommendations for both relocating NESECs and avoiding the serious environmental concerns attendant to new construction at Point Loma.

**Return on Investment:** The one-time cost of this recommendation is \$0.9 million. The annual recurring savings are \$0.7 million, with an immediate return on investment. The net present value of costs and savings over a twenty year period is a savings of \$5.9 million.

**Impacts:** There is no additional impact on the local community beyond that identified in BRAC 91.

### **Naval Mine Warfare Engineering Activity Yorktown, Virginia**

**Recommendation:** Relocate the Naval Mine Warfare Engineering Activity (now the Naval Surface Warfare Center-Port Hueneme, Yorktown Detachment) to the Naval Surface Warfare Center-Dahlgren, Coastal Systems Station, Panama City, Florida.

**Justification:** In the 1991 Commission Report, the Naval Mine Warfare Engineering Activity (NMWEA), Yorktown, Virginia, was recommended for closure and realignment to facilities under the control of the Chief of Naval Education and Training at Dam Neck, Virginia. The realignment has been accomplished through organizational changes and NMWEA is now the Yorktown Detachment of the Naval Surface Warfare Center-Port Hueneme. However, after BRAC 91, the needs of the educational and training community were such that the Dam Neck space is no longer available. Therefore, as part of BRAC 93 process, alternative receiving sites were explored. Because of the advisability of consolidating activities performing similar functions, and since the Naval Surface Warfare Center-Dahlgren, Coastal Systems Station, Panama City, Florida, has significant responsibilities in mine warfare R&D, COBRA data was requested. Because of the advantages of collocating this mine warfare engineering activity with another facility having substantial responsibilities in the same fields, and because it is less expensive than the BRAC 91 relocation to Dam Neck, Virginia, the Navy recommends that the receiving site for this activity be revised to Naval Surface Warfare Center-Dahlgren, Coastal Systems Station, Panama City, Florida, in lieu of Dam Neck, Virginia.

**Return On Investment:** Total estimated one-time savings exceed one-time costs for the recommendation by \$5.7 million. Annual recurring savings are \$1.1 million, with a return on investment in one year. The net present value of costs and savings over a twenty year period is a savings of \$13.5 million.

**Impacts:** This recommendation will have an impact on the local economy. The projected potential employment losses (both direct and indirect) is 0.07 percent of the Norfolk-Virginia Beach-Newport News, Metropolitan Statistical Area, assuming no economic recovery. There are no significant environmental impacts occasioned by this recommendation. All environmental clean-ups will continue until complete.