

BRAC Talk

▲ Environmental Base Realignment and Closure News ▲

✧ Summer 2000 ✧

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Non-BRAC property transfer

Navy transfers former U.S. Naval Training Center Bainbridge property to the Bainbridge Development Corporation

WASHINGTON, D.C.-The United States Navy signed a quitclaim deed February 11, 2000 turning over the property of the former U.S. Naval Training Center Bainbridge in Port Deposit, Maryland, to the Bainbridge Development Corporation (BDC).

To commemorate the contributions of Bainbridge and the surrounding community on training Sailors for over the 30 years, a transfer ceremony was held on Feb. 14. Participating in the ceremony were Senator Paul S. Sarbanes, Representative Wayne T. Gilchrest, Maryland delegate David D. Rudolph, Gene Lynch, Assistant Chief of Staff for the Governor of Maryland, Mr. Robert B. Pirie, Jr., Assistant Secretary of the Navy (Installations & Environment), Rear Admiral Michael Johnson, Commander Naval Facilities Engineering Command, Atlantic Division, Mr. Bradley Campbell, Administrator, EPA Region III, Mr. Harland Graef, Chairman, Bainbridge Development Corp. and Captain Paul G. McMahon, Jr., commanding officer, Engineering Field Activity Chesapeake.

"This closure and turnover did not happen quickly, but we are here," Mr. Pirie stated. "The property is clean and ready for community use."

"Everyone has been working hard to make this long awaited day a reality," Captain McMahon said. "This marks the end of Navy use and the birth of a new life for the property of the former Naval Training Center Bainbridge."

Admiral Johnson noted 506 buildings were built at Bainbridge during the summer of 1942. "One of the main reasons for such a memorable start was the dedication of the people of Cecil County and Port Deposit. Whether it was providing homes for the workforce, materials for construction, or labor to operate the base, the people of northern Maryland answered the call," he said.

Senator Sarbanes said he is delighted the transfer has come about. Adding it is not easy to move a military facility to civilian control. "I have high hopes for the future of this property. It has tremendous potential," he said.

Congressman Gilchrest sees a great future for Port Deposit and Cecil County from the property transfer. He praised the cooperative

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BRAC Talk

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"Non-BRAC Property Transfer" *continued from page 1*

effort saying, "When people are committed to a common goal, good things can happen."

EPA's Campbell noted the mission of NTC Bainbridge was completed and the base closed before hazardous waste laws were enacted. "This represented a challenge for the Navy, and was responsible, in part, for the delay in transferring the property," he said.

Mr. Lynch praised the leadership and hard work which brought the transfer about in spite of those who said it couldn't work because it was too complicated, had too many players, and a long history of problems.

Harland Graef, Chairman of the Bainbridge Development Corporation said BDC is a team with high expectations. "This transfer demonstrates interest in the future of Cecil County and Port Deposit," he said.

The 1,118 acre training center was closed March 31, 1976 for budgetary reasons after 34 years of service. The base was built during the summer of 1942 under a crash wartime program as a recruit training command. It was located on property occupied by the Tome School, a private boarding school that operated between 1900 and 1941. After World War II, Bainbridge served as a major mustering-out post for the Marines and by 1947 was put into caretaker status.

The Korean conflict brought the base out of mothballs in 1951, reaching its peak of 55,000 people shortly thereafter. At that time, Bainbridge was host to the Naval Academy Preparatory School (NAPS), which occupied the historic Tome School buildings, and the Women

Accepted for Voluntary Emergency Service (WAVES). After recruit training was phased out in 1958, Bainbridge became the site of the Nuclear Power School, the Naval Reserve Manpower Center, and several other specialized training schools. Even as late as the mid-1960's, 6,000 Naval personnel with 4,000 dependents lived there. By 1971, the Navy announced its intention to close the base, and in 1974 the last class graduated.

Between 1974 and today, several significant issues have been cause for the delay in property transfer. During the 1980's, the U.S. Department of Labor operated a Job Corps program at the facility. Special legislation was passed in 1986 allowing the Navy to dispose of the base and plans were initiated for transfer of the property to the State of Maryland. The Navy has completed a significant environmental cleanup effort to make the property suitable for transfer. In the last 18 months alone, the Navy has completed eight environmental restoration projects totaling more than \$15 million.

Engineering Field Activity Chesapeake, located at the Washington Navy Yard, provides planning, real estate, engineering, environmental and contract management services to Navy and other federal agencies in the Washington, D.C. area. It is a component of the Naval Facilities Engineering Command, Atlantic Division in Norfolk, Virginia.

Digital photos from the ceremony are available via email from:
petersje@efdlant.navfac.navy.mil

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Long Beach Naval Center project creates jobs

The California State University Long Beach (CSULB) Technology Park is a career center at the former Navy Cabrillo Housing area (Naval Complex Long Beach, BRAC II 1991 and BRAC IV 1995). The closure of numerous Naval facilities in addition to business downturns resulted in the CSULB forming a partnership with the City of Long Beach. Together they established the California State University Long Beach Technology Park, a site that is the cornerstone of job creation.

CSULB Technology Park handles job recruitment for the Alameda Corridor Project. The corridor, now being built, will be a 20-mile long railroad freight expressway linking the Ports of Long Beach and Los Angeles to the transcontinental rail yards just east of downtown Los Angeles. Planned to be operational by the year 2002, the \$2.4 billion transportation project is being recognized as the biggest public works project under construction in the nation.

The Alameda Corridor Transportation Authority (ACTA) recruits skilled labor and provides job training opportunities for residents along the corridor route. "Job seekers can stop in for no cost training, job placement and career counseling. We are training residents to get the Corridor jobs," said Lawrence Eberhardt, project liaison of the Alameda Corridor Transportation Project training program at the base. "Our counselors help prepare resumes, interviews, provide transportation, whatever it takes."

ACTA reports that one-quarter of all waterborne trade in the United States moves through the Ports of Long Beach and Los Angeles. The volume of containerized cargo passing through the ports doubled in the 1990's. By 2020, it is expected to triple to the equivalent of 243 million containers a year. The Alameda Corridor was designed to create a more efficient way to distribute cargo as well as minimize traffic congestion, air pollution, and noise.

The Alameda Corridor Project concurs with the mission of the CSULB Technology Park to train 3,000 residents as part of its Long Beach Naval Center Base Reuse Plan. The project brings an economic boost to a region severely impacted by job losses. According to a study conducted by CSULB Foundation, the city lost a total of 66,700 jobs due to military base closures and defense downsizing. This was a high impact on a community whose total labor force today is approximately 204,800.

The corridor will speed the shipment of cargo by consolidating the operations of two freight rail carriers, creating one high-speed, high-capacity passageway.

Once completed, it is estimated that 100 freight trains per day would operate on the corridor, significantly reducing traffic congestion by eliminating 200 grade-level crossings.

Construction of the Alameda Corridor is expected to generate up to 10,000 direct jobs, and additional trade activity resulting from the growth of the ports could result in up to 700,000 direct and indirect jobs in Southern California alone by the year 2020. It is expected that \$88 billion in annual regional economic activity will be generated, making Southern California a leader in international trade.

For more information about the Alameda Corridor Project call 562.590.9798. For information about the California State University Long Beach Technology Park contact Mo Tidemanis, Director of Development at 562.985.8489.

Alameda Corridor Benefits

- Eliminate traffic conflicts at 200 street-level railroad crossings
- Add traffic signals, turn lanes, and traffic lanes to portions of Alameda Street
- Cut traffic delays at railroad crossings by 90%
- Reduce train emissions by as much as 28%
- Slash noise pollution from trains by 90%
- Reduce emission from automobiles idling at railroad crossings
- Provide job training for 1,000 local residents
- Create an estimated 8,800 jobs during construction

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Summary of Navy BRAC property disposal

As of 31 December 1999

By Anthony (Tony) Joyce

Here is an update to the BRAC property disposal table we first published in *BRAC Talk* Spring 1999. Numbers used here are estimates only. The number of acres is estimated until the actual deed or real estate transfer is complete. Changes to the number of acres can also occur when Local Reuse/Redevelopment Agencies adjust or finalize their Reuse Plans.

The table shows the disposition status of 206,000 Navy BRAC acres as of 31 December 1999. Information on the 91 Navy installations being disposed and progress towards their final disposal is available on the Internet at <http://www.navfac.navy.mil/brc> (see page 5 "Base closure activities").

Anthony (Tony) Joyce manages the BRAC2000 database at Naval Facilities Engineering Command Headquarters. BRAC2000 is a web-based tool for reporting the status of BRAC disposal actions. 202.685.9298 DSN 325 joyceaf@hq.navfac.navy.mil

TERMS

Conveyance:

Legal transfer of property title, Navy no longer owns the property

Retained for Navy Use:

Navy still owns the property; Navy still uses the property

Reversion:

Legal title to the property returns to the grantor after grant expires; Navy no longer owns the property

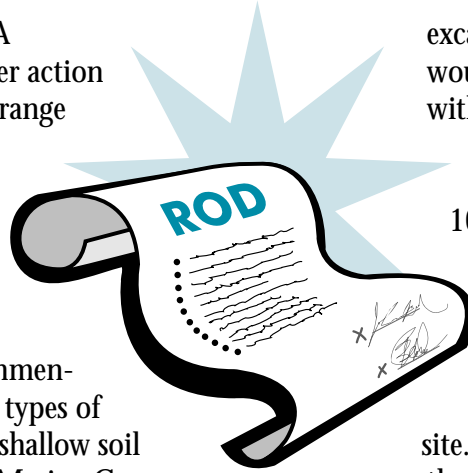
Transferred:

Ownership transferred to another DoD component, or to another federal agency (non-DoD); Navy no longer owns the property

Disposal Method	Acres	%
Economic Development Conveyance	23,241	11.3%
Federal Aid Highways Conveyance	95	0.1%
Housing for Displaced Persons Conveyance	29	0.0%
Lease Expiration	4,757	2.3%
Lease Termination with Abandonment of Improvements	4,234	2.1%
Negotiated Sale	3,324	1.6%
Power Transmission Lines Conveyance	46	0.0%
Public Benefit Conveyance	23,313	11.3%
Public Sale	1,702	0.8%
Retained for Navy Use	40,935	19.9%
Reversion	84,827	41.2%
Special Legislation	1,220	0.6%
To Be Determined	534	0.3%
Transfer of Leasehold Interest	2	0.0%
Transferred to HHS for Homeless	18	0.0%
Transferred to Other DoD	2,406	1.2%
Transferred to Other Federal Agency	15,102	7.3%
Wildlife Conservation Conveyance	215	0.1%
Total	206,000	100%

El Toro Record of Decision signed

MCAS El Toro (BRAC III 1993) OU-3A Record of Decision authorizing no further action at Site 11 (Transformer Storage Area), Orange County, California was signed on September 30, 1999. The No Further Action decision was recommended because concentrations of contaminants in soil are low, and risks to human health are within the range considered allowable by the U.S. Environmental Protection Agency (EPA). Due to the types of chemicals and concentrations present in shallow soil (0 to 10 feet below ground surface), the Marine Corps recommended cleanup at Site 11 (Units 1 and 2). The Marine Corps' preferred remedy for the cleanup at these units involves excavating the contaminated soil and disposing of the excavated soil at an appropriate off-station facility. Sampling would be conducted to confirm that all the contaminated soil has been removed from the



excavated areas. The excavated area would be backfilled to surrounding grade with clean fill material. Excavation at the units would achieve an excess cancer index risk of approximately 10⁻⁶ and a noncancer hazard index of approximately 1 for a residential-use scenario. This risk is within the range considered allowable by the EPA and would allow for unrestricted use of all portions of the site. The benefit of this remedy is that once the site has been remediated, no reuse restrictions or monitoring will be required at any of the units.

Dean Gould is the BRAC Environmental Coordinator for MCAS El Toro 619.532.0784 DSN 522.

Base closure activities

The Naval Facilities Engineering Command's BRAC webpage at: <http://www.navfac.navy.mil/brc/sites/usactmap.htm> has the following information for each BRAC activity:

- Acreage Disposal Status
- Parcel Disposal Status
- Summary Report with this data:

BRAC Activity Name			
BRAC: Year of BRAC Round		EFD/EFA:	
Background			
Operational Closure: DD MMM YYYY			
Property Summary			
Total Acres:			
Acres Disposed:			
Acres Retained:			
Disposal Summary			
Parcel Information			
Parcel:	Transfer Date:	Recipient:	Acres:
Activity Timeline			
Operational Closure	First Transfer:	Final Transfer:	
DD MMM YYYY	DD MMM YYYY	DD MMM YYYY	

Business attraction program in place for Alameda Point

State LAMBRA designation a key tool for luring new business expansions

ALAMEDA, Calif.—(BUSINESS WIRE)—May 10, 2000 — Alameda Point will become a Local Agency Military Base Recovery Area (LAMBRA) zone, effective June 1 — the result of an agreement signed jointly today by the California Trade and Commerce Agency and the Alameda Reuse and Redevelopment Authority (ARRA).

Trade and Commerce Secretary Lon S. Hatamiya, and James Flynt, Executive Director of the ARRA signed a Memorandum of Understanding today at City Hall West at Alameda Point. The pact clears the way for businesses locating to the former Alameda Naval Air Station to receive a package of state business incentives and other benefits.

“The LAMBRA designation will provide another tool for economic development practitioners in the City of Alameda to promote job-creation efforts at the former base,” said Secretary Hatamiya. “Today’s signing is a testament to the hard work of local officials who stepped up and delivered a comprehensive attraction strategy.”

Ralph Appezzato, Mayor of the City of Alameda, and Ed Levine, Lease and Property Manager for the City of Alameda, joined Secretary Hatamiya and Executive Director Flynt at the ceremony.

Today’s event brings to fruition nearly three years of work by ARRA and the former Alameda Naval Air Station, which earned conditional LAMBRA designation in April 1997.

Secretary Hatamiya cited Mike Hampen, Assistant Facilities and Property Manager for Alameda Point, who assisted in driving the local effort through his work with the Defense Facilities Marketing Association. The closure of the Naval Air Station drained more than 5,000 workers from the local economy. Through the City’s efforts, the former base has attracted 85 businesses employing more than 1,800 full time workers.

New and expanding businesses locating into the zone will receive a package of benefits that include:

- Up to 100 percent Net Operating Loss (NOL) carry-forward. NOL may be carried forward 15 years.
- State tax credits up to \$26,894 for each qualified employee hired up to \$2 million per year.
- Sales tax credits on purchases of \$20 million per year of qualified machinery and machinery parts.
- Up-front expensing of certain depreciable property, up to \$40,000 annually.
- Unused tax credits can be applied to future tax years, stretching out the benefit of the initial investment.

Alameda Point joins four other statewide LAMBRA zones: Southern California Logistical Airport in Victorville; Castle Airport in Atwater, Mare Island in Vallejo, and San Bernardino International Airport and Trade Center.

The California Trade and Commerce Agency is the state’s lead agency for corporate attraction, business development and job creation. It includes the Office of Business Development, which houses the state’s Enterprise Zone and LAMBRA programs.

The Fact File



Local Agency Military Base Recovery Area Program

- Established in 1993 to assist California communities adversely impacted by the closure or realignment of military bases.
- Existing Zones have assisted in the reemployment of 3,241 workers and the creation or expansion of 121 business locations.
- April 1997: Former Alameda Naval Air Station earns conditional LAMBRA designation.
- May 1998: Alameda Point gains membership into the Defense Facilities Marketing Association (DFMA), joining 21 other closed or realigned military installations to collaboratively market their properties.
- May 2000: Alameda Point earns final designation status as the state's fifth LAMBRA Zone.

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<http://commerce.ca.gov/index.html>*

BRAC Talking

By Joyce Patterson



- In our last issue, we included the BRAC Cleanup Contacts insert and noted a webpage where the list could be found: <http://www.dtic.mil/envirodod/brac/bct/index.html> (DoD BRAC Environmental Cleanup webpage). This is one of three websites (that we know of) where this information is posted! The other two are <http://www.navfac.navy.mil/brc/links/navalst.htm> (NAVFAC BRAC webpage) and <http://www.denix.osd.mil/denix/DOD/Working/Closure/NAVY/bracpocs.html> (DENIX DoD Menu, requires user id and password; not the latest version). There is also a Navy BRAC Telephone Directory, published by Chief of Naval Operations March 2000. Contact is Holley Bell 703.604.9981 bell.holley@hq.navy.mil
- The Army posted the presentations they gave at the Secretary of Defense (OSD) Service/Community Conference held in Boston, Massachusetts March 2000 at <http://www.hqda.army.mil/acsimweb/brac/osd300.html>
- Reminder: To subscribe to BRAC Talk via email, send an email with the word "subscribe" in the body of the message to bractalkrequest@lists.nfesc.navy.mil, or visit http://www.erb.nfesc.navy.mil/erb_a/outreach/newsltr/bractalk.htm
- Environmental cleanup at Navy BRAC bases – how is it going? Send your story or any item of interest to *BRAC Talk*.

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BRAC Installation web sites

Pacific Division Intranet

BRAC Restoration Fact Sheets
Agana NAS, Guam - Midway NAF

<http://www.efdpac.navy.mil/divisions/environmental.brac.htm>

Southwest Division Environmental Internet

Click on Restoration Advisory Boards

El Toro MCAS, CA - Long Beach Naval Complex, CA - Salton Sea Test Base, CA - San Diego NTC, CA - Tustin MCAS, CA

<http://www.efdswnavy.mil/Pages/Envrnmntl.htm>

Southern Division Intranet

Disposal schedules for SOUTH DIV BRAC sites

<http://204.4.86.119/disposal>

Non-Navy Sites

Adak NAF, AK

Alameda NAS, CA

Annapolis NSWC, MD

El Toro MCAS, CA

Guam

Long Beach NSY, CA

Mare Island NSY, CA

Mare Island NSY, CA

Memphis NSA, TN

Moffett Field, CA

Orlando NTC, FL

Philadelphia NSY, PA

<http://www.adakisland.com/>

<http://www.ci.alameda.ca.us/bragnet/>

<http://www.davidtaylorannapolis.com>

<http://eltoroairport.org/index.html>

<http://www.guam.net/gov/brac/>

<http://home.att.net/~drydock-1/index.html>

<http://www.geocities.com/SouthBeach/Boardwalk/5147>

<http://209.21.13.19/mareisland/>

http://www.zaptek.com/millington/base_reuse.html

<http://george.arc.nasa.gov/jf/mfa/>

http://cityinter.ci.orlando.fl.us/departments/planning_and_development/ntc.html

http://members.xoom.com/ex_Yardbird



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