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Senate Hearings

Before the Committee on Appropriations



MILITARY CONSTRUCTION APPROPRIATIONS

H.R. 11418

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92*d* CONGRESS, FIRST SESSION

Fiscal Year 1972

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COMMITTEE ON APPROPRIATIONS

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MILITARY CONSTRUCTION APPROPRIATIONS FOR FISCAL YEAR 1972

JOINT HEARINGS

BEFORE THE

SUBCOMMITTEES ON MILITARY CONSTRUCTION

OF THE

COMMITTEE ON APPROPRIATIONS

AND THE

COMMITTEE ON ARMED SERVICES

UNITED STATES SENATE

NINETY-SECOND CONGRESS

FIRST SESSION

ON

H.R. 11418

AN ACT MAKING APPROPRIATIONS FOR MILITARY CONSTRUCTION FOR THE DEPARTMENT OF DEFENSE FOR THE FISCAL YEAR ENDING JUNE 30, 1972, AND FOR OTHER PURPOSES

Printed for the use of the Committee on Appropriations



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SUBCOMMITTEE NOTE

(The hearings in this volume from page 1 through page 525 were joint hearings of the Subcommittee on Military Construction of the Committee on Armed Services and Subcommittee on Military Construction of the Committee on Appropriations. Page 527 to the completion of this volume were additional hearings held by the Subcommittee on Military Construction of the Committee on Appropriations.)

MILITARY CONSTRUCTION AUTHORIZATION ACT OF 1972

THURSDAY, JUNE 3, 1971

The Military Construction Subcommittees of the Committee on Armed Services and the Committee on Appropriations met in joint session, pursuant to notice, at 10 a.m., in room 212, Old Senate Office Building.

Membership of the Military Construction Subcommittee of the Committee on Armed Services is as follows: Senators Symington (chairman), Jackson, Ervin, Cannon, Byrd, Jr., of Virginia, Thurmond, Tower, and Dominick.

Membership of the Military Construction Subcommittee of the Committee on Appropriations is as follows: Senators Mansfield (chairman), Proxmire, Montoya, Hollings, Brooke, Boggs, and Percy. (Ex-officio members: Senators Ellender and Young of North Dakota).

Present: Subcommittee on Military Construction of the Committee on Armed Services: Senators Symington (presiding), Byrd of Virginia, and Dominick.

Subcommittee on Military Construction of the Committee on Appropriations: Senators Montoya and Young.

Also present: From the Senate Armed Services Committee: Gordon A. Nease, professional staff member; and Mary E. Keough, clerical assistant.

From the Senate Appropriations Committee: Vorley M. Rexroad.

92D CONGRESS
1ST SESSION

S. 1531

IN THE SENATE OF THE UNITED STATES

APRIL 14, 1971

Mr. STENNIS (for himself and Mrs. SMITH) (by request) introduced the following bill; which was read twice and referred to the Committee on Armed Services

A BILL

To authorize certain construction at military installations, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

TITLE I

SEC. 101. The Secretary of the Army may establish or develop military installations and facilities by acquiring, constructing, converting, rehabilitating, or installing permanent or temporary public works, including land acquisition, site preparation, appurtenances, utilities, and equipment for the following acquisition and construction.

INSIDE THE UNITED STATES

UNITED STATES CONTINENTAL ARMY COMMAND

(First Army)

Fort Belvoir, Virginia, $10,750,000.

Fort Knox, Kentucky, $775,000.

Fort Lee, Virginia, $5,192,000.

Fort George G. Meade, Maryland, $2,480,000.

(Third Army)

Fort Benning, Georgia, $2,185,000.

Fort Bragg, North Carolina, $9,631,000.

Fort Campbell, Kentucky, $9,996,000.

Fort Rucker, Alabama, $437,000.

(Fourth Army)

Fort Bliss, Texas, $626,000.

Fort Hood, Texas, $23,435,000.

Fort Sam Houston, Texas, $9,694,000.

Fort Sill, Oklahoma, $940,000.

(Fifth Army)

Fort Carson, Colorado, $23,172,000.

(Sixth Army)

Fort Lewis, Washington, $3,931,000.

Fort Ord, California, $2,174,000.

Presidio of San Francisco, California, $10,498,000.

(Military District of Washington)

Fort Myer, Virginia, $2,300,000.

UNITED STATES ARMY MATERIEL COMMAND

Aberdeen Proving Ground, Maryland, $2,048,000.

Aeronautical Maintenance Center, Texas, $5,052,000.

Harry Diamond Laboratory, Maryland, $9,035,000.

Edgewood Arsenal, Maryland, $1,736,000.

Letterkenny Army Depot, Pennsylvania, $319,000.

Redstone Arsenal, Alabama, $879,000.

White Sands Missile Range, New Mexico, $2,207,000.

Yuma Proving Ground, Arizona, $2,921,000.

UNITED STATES ARMY STRATEGIC COMMUNICATIONS COMMAND

East Coast Relay Station, Maryland, $326,000.

Fort Huachuca, Arizona, $2,580,000.

Pentagon, Virginia, $1,072,000.

ARMY MEDICAL DEPARTMENT

Brooke Army Medical Center, Texas, $2,551,000.

Walter Reed Army Medical Center, District of Columbia, $112,500,000.

MILITARY TRAFFIC MANAGEMENT AND TERMINAL SERVICE

Sunny Point Military Ocean Terminal, North Carolina, $305,000.

SAFEGUARD SYSTEMS COMMAND

Various locations, $172,500,000, of which not more than

$5,200,000 shall be available for community impact assistance as authorized by section 610 of Public Law 91–511.

UNITED STATES ARMY, ALASKA

Fort Greely, Alaska, $1,718,000.

UNITED STATES ARMY, HAWAII

Schofield Barracks, Hawaii, $4,787,000.

MODERN VOLUNTEER ARMY

Various locations: Barracks improvements, $35,500,000.

POLLUTION ABATEMENT

Various locations: Air pollution abatement facilities, $35,512,000.

Various locations: Water pollution abatement facilities, $32,791,000.

OUTSIDE THE UNITED STATES

UNITED STATES ARMY FORCES, SOUTHERN COMMAND

Panama area, Canal Zone, $8,026,000.

UNITED STATES SAFEGUARD SYSTEMS COMMAND

Kwajalein missile range, $5,637,000.

UNITED STATES ARMY SECURITY AGENCY

Various locations, $1,875,000.

MODERN VOLUNTEER ARMY

Various locations: Barracks improvements, $12,500,000.

UNITED STATES ARMY STRATEGIC COMMUNICATIONS COMMAND

Various Locations, $1,652,000.

UNITED STATES ARMY, EUROPE

Germany, Various Locations, $1,946,000.

Various Locations: For the United States share of the cost of multilateral programs for the acquisition or construction of military facilities and installations, including international military headquarters, for the collective defense of the North Atlantic Treaty Area, $20,000,000: *Provided*, That, within thirty days after the end of each quarter, the Secretary of the Army shall furnish to the Committees on Armed Services and on Appropriations of the Senate and the House of Representatives a description of obligations incurred as the United States share of such multilateral programs.

SEC. 102. The Secretary of the Army may establish or develop Army installations and facilities by proceeding with construction made necessary by changes in Army missions and responsibilities which have been occasioned by: (a) unforeseen security considerations, (b) new weapons developments, (c) new and unforeseen research and development requirements, or (d) improved production schedules, if the Secretary of Defense determines that deferral of such con-

struction for inclusion in the next Military Construction Authorization Act would be inconsistent with interests of national security, and in connection therewith to acquire, construct, convert, rehabilitate, or install permanent or temporary public works, including land acquisition, site preparation, appurtenances, utilities, and equipment; in the total amount of $10,000,000: *Provided*, That the Secretary of the Army, or his designee, shall notify the Committees on Armed Services of the Senate and House of Representatives, immediately upon reaching a final decision to implement, of the cost of construction of any public work undertaken under this section, including those real estate actions pertaining thereto. This authorization will expire as of September 30, 1972, except for those public works projects concerning which the Committees on Armed Services of the Senate and House of Representatives have been notified pursuant to this section prior to that date.

SEC. 103. (a) Public Law 90–408, as amended, is amended under the heading "INSIDE THE UNITED STATES", in section 101 as follows:

With respect to "Joliet Army Ammunition Plant, Illinois", strike out "$2,188,000" and insert in place thereof "$2,391,000".

(b) Public Law 90–408, as amended, is amended by striking out in clause (1) of section 802 "$366,499,000"

and "$453,651,000" and inserting in place thereof "$366,-702,000" and "$453,854,000", respectively.

SEC. 104. (a) Public Law 91-142, as amended, is amended under the heading "INSIDE THE UNITED STATES", in section 101, as follows:

(1) With respect to "Fort Hancock, New Jersey", strike out "$625,000" and insert in place thereof "$693,-000".

(2) With respect to "Fort Sheridan, Illinois", strike out "Fort Sheridan, Illinois: Administrative facilities, $2,-210,000".

(3) With respect to "Fort Sam Houston, Texas", strike out "Utilities, $378,000" and insert in place thereof "Administrative facilities and utilities, $2,588,000".

(b) Public Law 91-142, as amended, is amended by striking out in clause (1) of section 702 "$186,591,000" and "$290,726,000" and inserting in place thereof "$186,-659,000" and "$290,794,000", respectively.

SEC. 105. (a) Public Law 91-511 is amended under the heading "INSIDE THE UNITED STATES", in section 101 as follows:

(1) With respect to "Carlisle Barracks, Pennsylvania", strike out "$503,000" and insert in place thereof "$569,-000".

(2) With respect to "Badger Army Ammunition Plant,

Wisconsin", strike out "$1,604,000" and insert in place thereof "$2,234,000".

(b) Public Law 91-511 is amended by striking out in clause (1) of section 602 "$179,717,000" and "$264,914,000" and inserting in place thereof "$180,413,000" and "$265,610,000".

TITLE II

SEC. 201. The Secretary of the Navy may establish or develop military installations and facilities by acquiring, constructing, converting, rehabilitating, or installing permanent or temporary public works, including land acquisition, site preparation, appurtenances, utilities and equipment for the following acquisition and construction:

INSIDE THE UNITED STATES

FIRST NAVAL DISTRICT

Naval Radio Station, Cutler, Maine, $161,000.

Naval Security Group Activity, Winter Harbor, Maine, $94,000.

Naval Station, Newport, Rhode Island, $1,660,000.

Naval Underwater Systems Center, Newport, Rhode Island, $655,000.

Naval Air Station, Quonset Point, Rhode Island, $3,511,000.

THIRD NAVAL DISTRICT

Naval Submarine Base, New London, Connecticut, $3,830,000.

Naval Submarine Medical Center, New London, Connecticut, $668,000.

Naval Submarine School, New London, Connecticut, $666,000.

Military Sealift Command, Atlantic, Bayonne, New Jersey, $2,245,000.

Naval Ammunition Depot, Earle, New Jersey, $383,000.

FOURTH NAVAL DISTRICT

Navy Aviation Supply Office, Philadelphia, Pennsylvania, $855,000.

Naval Home, Philadelphia, Pennsylvania, $991,000.

Naval Air Development Center, Warminster, Pennsylvania, $749,000.

NAVAL DISTRICT, WASHINGTON

Naval Research Laboratory, Washington, District of Columbia, $5,048,000.

Naval Academy, Annapolis, Maryland, $8,400,000.

Naval Medical Research Institute, Bethesda, Maryland, $4,500,000.

Naval Ordnance Station, Indian Head, Maryland, $1,307,000.

Naval Air Test Center, Patuxent River, Maryland, $321,000.

Naval Scientific and Technical Intelligence Center, Suitland, Maryland, $2,392,000.

Naval Ordnance Laboratory, White Oak, Maryland, $1,397,000.

FIFTH NAVAL DISTRICT

Naval Amphibious Base, Little Creek, Virginia, $85,000.

CINCLANTFLT Headquarters, Norfolk, Virginia, $4,201,000.

Naval Air Rework Facility, Norfolk, Virginia, $6,226,000.

Naval Communication Station, Norfolk, Virginia, $884,000.

Navy Public Works Center, Norfolk, Virginia, $1,565,000.

Naval Shipyard, Norfolk, Virginia, $1,880,000.

Naval Station, Norfolk, Virginia, $19,316,000.

Naval Air Station Oceana, Virginia, $6,240,000.

Naval Weapons Station, Yorktown, Virginia, $2,607,000.

SIXTH NAVAL DISTRICT

Naval Air Station, Cecil Field, Florida, $1,603,000.

Naval Security Group Activity, Homestead, Florida, $439,000.

Naval Air Station, Jacksonville, Florida, $6,930,000.

Naval Training Center, Orlando, Florida, $8,525,000.

Naval Air Station, Pensacola, Florida, $8,380,000.

Naval Air Station, Saufley Field, Florida, $505,000.

Naval Air Station, Whiting Field, Florida, $920,000.

Naval Air Station, Glynco, Georgia, $5,656,000.

Naval Air Station, Meridian, Mississippi, $3,266,000.

Navy Commissary Store, Meridian, Mississippi, $270,000.

Naval Hospital, Charleston, South Carolina, $754,000.

Naval Shipyard, Charleston, South Carolina, $7,602,000.

Naval Station, Charleston, South Carolina, $929,000.

Naval Air Station, Memphis, Tennessee, $1,770,000.

Naval Hospital, Memphis, Tennessee, $262,000.

EIGHTH NAVAL DISTRICT

Naval Air Station, Kingsville, Texas, $90,000.

NINTH NAVAL DISTRICT

Navy Electronics Supply Office, Great Lakes, Illinois, $323,000.

Naval Hospital Corps School, Great Lakes, Illinois, $3,161,000.

Naval Training Center, Great Lakes, Illinois, $2,386,000.

ELEVENTH NAVAL DISTRICT

Naval Weapons Center, China Lake, California, $3,293,000.

Naval Amphibious Base, Coronado, California, $1,557,000.

Naval Amphibious School, Coronado, California, $137,000.

Naval Hospital, Long Beach, California, $15,092,000.

Naval Air Station, Miramar, California, $5,081,000.

Naval Air Station, North Island, California, $8,557,000.

Naval Station, San Diego, California, $1,886,000.

Navy Submarine Support Facility, San Diego, California, $2,878,000.

Naval Training Center, San Diego, California, $1,349,000.

Naval Weapons Station, Seal Beach, California, $714,000.

TWELFTH NAVAL DISTRICT

Naval Air Station, Lemoore, California, $4,716,000.

Naval Schools Command, Mare Island, Vallejo, California, $6,014,000.

Naval Shipyard, Mare Island, Vallejo, California, $394,000.

Fleet Numerical Weather Central, Monterey, California, $2,609,000.

Naval Communication Station, San Francisco, California, $155,000.

THIRTEENTH NAVAL DISTRICT

Naval Shipyard, Puget Sound, Bremerton, Washington, $2,677,000.

Naval Torpedo Station, Keyport, Washington, $2,496,000.

Naval Air Station, Whidbey Island, Washington, $3,294,000.

FOURTEENTH NAVAL DISTRICT

Pacific Missile Range Facility, Barking Sands, Kauai, Hawaii, $2,202,000.

Naval Ammunition Depot, Oahu, Hawaii, $78,000.

Fleet Submarine Training Facility, Pearl Harbor, Hawaii, $501,000.

Naval Shipyard, Pearl Harbor, Hawaii, $1,384,000.

Naval Station, Pearl Harbor, Hawaii, $6,267,000.

SEVENTEENTH NAVAL DISTRICT

Naval Facility, Adak, Alaska, $516,000.

Naval Station, Adak, Alaska, $9,025,000.

Naval Arctic Research Laboratory, Barrow, Alaska, $2,400,000.

MARINE CORPS FACILITIES

Marine Barracks, Washington, District of Columbia, $4,434,000.

Marine Corps Development and Education Command, Quantico, Virginia, $1,783,000.

Marine Corps Base, Camp Lejeune, North Carolina, $2,610,000.

Marine Corps Air Station, Cherry Point, North Carolina, $3,607,000.

Marine Corps Air Station, New River, North Carolina, $3,364,000.

Marine Corps Air Station, Beaufort, South Carolina, $2,417,000.

Marine Corps Recruit Depot, Parris Island, South Carolina, $1,444,000.

Marine Corps Air Station, Yuma, Arizona, $2,261,000.

Marine Corps Supply Center, Barstow, California, $678,000.

Marine Corps Auxiliary Landing Field, Camp Pendleton, California, $593,000.

Marine Corps Base, Camp Pendleton, California, $11,210,000.

Marine Corps Air Station, El Toro, California, $838,000.

Marine Corps Air Station, Santa Ana, California, $908,000.

Marine Corps Recruit Depot, San Diego, California, $1,497,000.

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Marine Corps Base, Twentynine Palms, California, $6,653,000.

Marine Corps Air Station, Kaneohe, Hawaii, $2,455,000.

POLLUTION ABATEMENT

Various Naval and Marine Corps Installations: Air Pollution Abatement Facilities, $15,474,000.

Various Naval and Marine Corps Installations: Water Pollution Abatement Facilities, $12,883,000.

OUTSIDE THE UNITED STATES

TENTH NAVAL DISTRICT

Naval Station, Guantanamo Bay, Cuba, $3,579,000.

Naval Facility, Ramey Air Force Base, Puerto Rico, $188,000.

Naval Station, Roosevelt Roads, Puerto Rico, $4,983,000.

FIFTEENTH NAVAL DISTRICT

Naval Communication Station, Balboa, Canal Zone, $200,000.

Naval Security Group Activity, Galeta Island, Canal Zone, $516,000.

ATLANTIC OCEAN AREA

Naval Facility, Grand Turk, West Indies, $418,000.

Naval Station, Keflavik, Iceland, $5,800,000.

EUROPEAN AREA

Naval Security Group Activity, Todendorf, Germany, $377,000.

Naval Air Facility, Sigonella, Sicily, $1,371,000.

INDIAN OCEAN AREA

Naval Communication Facility, Diego Garcia, Chagos Archipelago, $4,794,000.

PACIFIC OCEAN AREA

Naval Communication Station, Harold E. Holt, Exmouth, Australia, $75,000.

Naval Air Station, Agana, Guam, Mariana Islands, $12,398,000.

Naval Communication Station, Guam, Mariana Islands, $1,823,000.

Naval Magazine, Guam, Mariana Islands, $993,000.

Naval Station, Guam, Mariana Islands, $3,385,000.

Naval Communication Station, Yokosuka, Japan, $258,000.

Naval Air Station, Cubi Point, Republic of the Philippines, $1,892,000.

Naval Communication Station, San Miguel, Republic of the Philippines, $1,280,000.

POLLUTION ABATEMENT

Various Naval Installations: Air Pollution Abatement Facilities, $488,000.

Various Naval Installations: Water Pollution Abatement Facilities, $7,412,000.

SEC. 202. The Secretary of the Navy may establish or develop classified Navy installations and facilities by acquiring, converting, rehabilitating, or installing permanent or temporary public works, including land acquisition, site preparation, appurtenances, utilities, and equipment in the amount of $3,733,000.

SEC. 203. The Secretary of the Navy may establish or develop Navy installations and facilities by proceeding with construction made necessary by changes in Navy missions and responsibilities which have been occasioned by (a) unforeseen security considerations, (b) new weapons developments, (c) new and unforeseen research and development requirements, or (d) improved production schedules, if the Secretary of Defense determines that deferral of such construction for inclusion in the next Military Construction Authorization Act would be inconsistent with interests of national security, and in connection therewith to acquire, construct, convert, rehabilitate, or install permanent or temporary public works, including land acquisition, site preparation, appurtenances, utilities, and equipment, in the total amount of $10,000,000: *Provided*, That the Secretary of the Navy, or his designee, shall notify the Committees on

Armed Services of the Senate and House of Representatives, immediately upon reaching a decision to implement, of the cost of construction of any public work undertaken under this section, including those real estate actions pertaining thereto. This authorization will expire as of September 30, 1972, except for those public works projects concerning which the Committees on Armed Services of the Senate and House of Representatives have been notified pursuant to this section prior to that date.

SEC. 204. (a) Public Law 90–408, as amended, is amended under the heading "INSIDE THE UNITED STATES", in section 201 as follows:

(1) With respect to Naval Submarine Base, New London, Connecticut, strike out "$1,225,000" and insert in place thereof "$1,825,000".

(b) Public Law 90–408, as amended, is amended by striking out in clause (2) of section 802, "$239,082,000" and "$245,947,000" and inserting in place thereof "$239,682,000" and "$246,547,000", respectively.

SEC. 205. (a) Public Law 91–142, as amended, is amended under the heading "INSIDE THE UNITED STATES", in section 201 as follows:

(1) With respect to Naval Air Station, Alameda, California, strike out "$6,094,000" and insert in place thereof "$7,050,000".

(b) Public Law 91-142, as amended, is amended by striking out in clause (2) of section 702 "$276,794,000" and "$311,848,000" and inserting in place thereof "$277,750,000" and "$312,804,000", respectively.

TITLE III

SEC. 301. The Secretary of the Air Force may establish or develop military installations and facilities by acquiring, constructing, converting, rehabilitating, or installing permanent or temporary public works, including land acquisition, site preparation, appurtenances, utilities, and equipment, for the following acquisition and construction.

INSIDE THE UNITED STATES

AEROSPACE DEFENSE COMMAND

Peterson Field, Colorado Springs, Colorado, $2,451,000.

Tyndall Air Force Base, Panama City, Florida, $1,019,000.

AIR FORCE COMMUNICATIONS SERVICE

Richards-Gebaur Air Force Base, Kansas City, Missouri, $782,000.

AIR FORCE LOGISTICS COMMAND

Hill Air Force Base, Ogden, Utah, $19,595,000.

Kelly Air Force Base, San Antonio, Texas, $12,585,000.

McClellan Air Force Base, Sacramento, California, $727,000.

Newark Air Force Station, Newark, Ohio, $1,476,000.

Robins Air Force Base, Macon, Georgia, $17,133,000.

Tinker Air Force Base, Oklahoma City, Oklahoma, $13,621,000.

Wright-Patterson Air Force Base, Dayton, Ohio, $18,302,000.

Various locations, $275,000.

AIR FORCE SYSTEMS COMMAND

Arnold Engineering Development Center, Tullahoma, Tennessee, $1,244,000.

Brooks Air Force Base, San Antonio, Texas, $4,353,000.

Edwards Air Force Base, Muroc, California, $3,715,000.

Eglin Air Force Base, Valparaiso, Florida, $4,248,000.

Laurence G. Hanscom Field, Bedford, Massachusetts, $1,346,000.

Space and Missile Test Center, Lompoc, California, $84,000.

Satellite Tracking Facilities, $323,000.

AIR TRAINING COMMAND

Keesler Air Force Base, Biloxi, Mississippi, $2,900,000.

Lackland Air Force Base, San Antonio, Texas, $2,564,000.

Laredo Air Force Base, Laredo, Texas, $331,000.

Laughlin Air Force Base, Del Rio, Texas, $579,000.

Lowry Air Force Base, Denver, Colorado, $8,435,000.

Mather Air Force Base, Sacramento, California, $2,891,000.

Randolph Air Force Base, San Antonio, Texas, $1,122,000.

Reese Air Force Base, Lubbock, Texas, $2,522,000.

Sheppard Air Force Base, Wichita Falls, Texas, $9,893,000.

Vance Air Force Base, Enid, Oklahoma, $1,770,000.

Williams Air Force Base, Chandler, Arizona, $1,639,000.

ALASKAN AIR COMMAND

Eielson Air Force Base, Fairbanks, Alaska, $968,000.

Elmendorf Air Force Base, Anchorage, Alaska, $441,000.

Various Locations, $1,092,000.

HEADQUARTERS COMMAND

Andrews Air Force Base, Camp Springs, Maryland, $2,013,000.

Bolling Air Force Base, Washington, District of Columbia, $7,185,000.

MILITARY AIRLIFT COMMAND

Altus Air Force Base, Altus, Oklahoma, $1,060,000.

Charleston Air Force Base, Charleston, South Carolina, $2,347,000.

Dover Air Force Base, Dover, Delaware, $5,223,000.

McChord Air Force Base, Tacoma, Washington, $1,556,000.

McGuire Air Force Base, Wrightstown, New Jersey, $1,004,000.

Norton Air Force Base, San Bernardino, California, $2,016,000.

Scott Air Force Base, Belleville, Illinois, $665,000.

Travis Air Force Base, Fairfield, California, $1,299,000.

PACIFIC AIR FORCES

Hickam Air Force Base, Honolulu, Hawaii, $2,396,000.

STRATEGIC AIR COMMAND

Beale Air Force Base, Marysville, California, $1,348,000.

Blytheville Air Force Base, Blytheville, Arkansas, $522,000.

Carswell Air Force Base, Fort Worth, Texas, $100,000.

Castle Air Force Base, Merced, California, $5,703,000.

Davis-Monthan Air Force Base, Tucson, Arizona, $5,912,000.

Ellsworth Air Force Base, Rapid City, South Dakota, $1,445,000.

Fairchild Air Force Base, Spokane, Washington, $104,000.

Grand Forks Air Force Base, Grand Forks, North Dakota, $514,000.

Grissom Air Force Base, Peru, Indiana, $95,000.

K. I. Sawyer Air Force Base, Marquette, Michigan, $1,431,000.

Loring Air Force Base, Limestone, Maine, $1,980,000.

Minot Air Force Base, Minot, North Dakota, $1,564,000.

Offutt Air Force Base, Omaha, Nebraska, $2,129,000.

Pease Air Force Base, Portsmouth, New Hampshire, $7,875,000.

Plattsburgh Air Force Base, Plattsburgh, New York, $285,000.

Vandenberg Air Force Base, Lompoc, California, $925,000.

Westover Air Force Base, Chicopee Falls, Massachusetts, $816,000.

Wurtsmith Air Force Base, Oscoda, Michigan, $440,000.

Vaarious locations, $928,000.

TACTICAL AIR COMMAND

Bergstrom Air Force Base, Austin, Texas, $2,559,000.

Cannon Air Force Base, Clovis, New Mexico, $290,000.

George Air Force Base, Victorville, California, $547,000.

Holloman Air Force Base, Alamogordo, New Mexico, $7,067,000.

Homestead Air Force Base, Homestead, Florida, $1,421,000.

Langley Air Force Base, Hampton, Virginia, $1,968,000.

Little Rock Air Force Base, Little Rock, Arkansas, $150,000.

Luke Air Force Base, Phoenix, Arizona, $3,440,000.

MacDill Air Force Base, Tampa, Florida, $3,268,000.

McConnell Air Force Base, Wichita, Kansas, $232,000.

Mountain Home Air Force Base, Mountain Home, Idaho, $2,060,000.

Myrtle Beach Air Force Base, Myrtle Beach, South Carolina, $446,000.

Nellis Air Force Base, Las Vegas, Nevada $1,171,000.

Shaw Air Force Base, Sumter, South Carolina, $1,473,000.

UNITED STATES AIR FORCE ACADEMY

United States Air Force Academy, Colorado Springs, Colorado, $866,000.

POLLUTION ABATEMENT

Various locations, air pollution abatement, $15,220,000.

Various Locations, Water Pollution Abatement, $7,820,000.

OUTSIDE THE UNITED STATES

AEROSPACE DEFENSE COMMAND

Naval Station, Keflavik, Iceland, $3,277,000.

PACIFIC AIR FORCES

Philippine Islands, $129,000.

Ryukyu Islands, $1,388,000.

Korea, $478,000.

STRATEGIC AIR COMMAND

Andersen Air Force Base, Guam, $850,000.

UNITED STATES AIR FORCES IN EUROPE

Germany, $3,414,000.

United Kingdom, $1,021,000.

Various Locations, $1,192,000.

UNITED STATES AIR FORCE SECURITY SERVICE

Japan, $1,497,000.

POLLUTION ABATEMENT

Various Locations, Water Pollution Abatement, $985,000.

SEC. 302. The Secretary of the Air Force may establish or develop classified military installations and facilities by acquiring, constructing, converting, rehabilitating, or installing permanent or temporary public works, including

land acquisition, site preparation, appurtenances, utilities, and equipment in the total amount of $11,985,000.

SEC. 303. The Secretary of the Air Force may establish or develop Air Force installations and facilities by proceeding with construction made necessary by changes in Air Force missions and responsibilities which have been occasioned by: (a) unforeseen security considerations, (b) new weapons developments, (c) new and unforeseen research and development requirements, or (d) improved production schedules, if the Secretary of Defense determines that deferral of such construction for inclusion in the next Military Construction Authorization Act would be inconsistent with interests of national security, and in connection therewith to acquire, construct, convert, rehabilitate, or install permanent or temporary public works, including land acquisition, site preparation, appurtenances, utilities, and equipment in the total amount of $10,000,000: *Provided*, That the Secretary of the Air Force or his designee shall notify the Committees on Armed Services of the Senate and House of Representatives, immediately upon reaching a final decision to implement, of the cost of construction of any public work undertaken under this section, including those real estate actions pertaining thereto. This authorization will expire as of September 30, 1972, except for those

public works projects concerning which the Committees on Armed Services of the Senate and House of Representatives have been notified pursuant to this section prior to that date.

SEC. 304. (a) Public Law 88-174, as amended, is amended under the heading "INSIDE THE UNITED STATES", in section 301 as follows:

(1) Under the subheading "AIR FORCE SYSTEMS COMMAND" with respect to Sacramento Peak Upper Air Research Site, New Mexico, strike out "$3,167,000" and insert in place thereof "$3,410,000".

(b) Public Law 88-174, as amended, is amended by striking out in clause (3) of section 602 "$162,287,000" and "$491,969,000" and inserting in place thereof "$162,530,000" and "$492,212,000", respectively.

TITLE IV

SEC. 401. The Secretary of Defense may establish or develop military installations and facilities by acquiring, constructing, converting, rehabilitating, or installing permanent or temporary public works, including land acquisition, site preparation, appurtenances, utilities and equipment, for defense agencies for the following acquisition and construction:

INSIDE THE UNITED STATES

DEFENSE ATOMIC SUPPORT AGENCY

Sandia Base, Albuquerque, New Mexico, $662,000.

DEFENSE SUPPLY AGENCY

Cameron Station, Alexandria, Virginia, $169,000.

Defense Automatic Addressing System Office, Dayton, Ohio, $143,000.

Defense Construction Supply Center, Columbus, Ohio, $1,569,000.

Defense Depot, Mechanicsburg, Pennsylvania, $1,209,000.

Defense Depot, Memphis, Tennessee, $136,000.

Defense Depot, Ogden, Utah, $1,452,000.

Defense Depot Tracy Annex, Stockton, California, $100,000.

Defense General Supply Center, Richmond, Virginia, $862,000.

Defense Industrial Supply Center, Philadelphia, Pennsylvania, $541,000.

Defense Personnel Support Center, Philadelphia, Pennsylvania, $134,000.

DSA Subsistence Regional Headquarters, Alameda, California, $268,000.

Air Pollution Abatement, various locations, $1,317,000.

NATIONAL SECURITY AGENCY

Fort George G. Meade, Maryland, $2,638,000.

SEC. 402. The Secretary of Defense may establish or develop installations and facilities which he determines to

be vital to the security of the United States, and in connection therewith to acquire, construct, convert, rehabilitate, or install permanent or temporary public works, including land acquisition, site preparation, appurtenances, utilities, and equipment in the total amount of $15,000,000: *Provided*, That the Secretary of Defense, or his designee, shall notify the Committees on Armed Services of the Senate and House of Representatives, immediately upon reaching a final decision to implement, of the cost of construction of any public work undertaken under this section, including real estate actions pertaining thereto.

TITLE V—MILITARY FAMILY HOUSING

SEC. 501. The Secretary of Defense, or his designee, is authorized to construct, at the locations hereinafter named, family housing units and trailer court facilities in the numbers hereinafter listed, but no family housing construction shall be commenced at any such locations in the United States, until the Secretary shall have consulted with the Secretary of the Department of Housing and Urban Development, as to the availability of adequate private housing at such locations. If agreement cannot be reached with respect to the availability of adequate private housing at any location, the Secretary of Defense shall immediately notify the Committees on Armed Services of the House of Representatives and the Senate, in writing, of such difference of opinion, and no contract for

construction at such location shall be entered into for a period of thirty days after such notification has been given. This authority shall include the authority to acquire land, and interests in land, by gift, purchase, exchange of Government-owned land, or otherwise.

(a) Family housing units—

(1) The Department of the Army, one thousand nine hundred and twenty units, $49,590,000:

Fort Carson, Colorado, two hundred units.

Fort Gordon, Georgia, two hundred units.

United States Army Installations, Oahu, Hawaii, three hundred units.

Malmstrom ABM Site, Montana, two hundred and fifteen units.

Fort Bragg, North Carolina, one hundred and fifty units.

Grand Forks ABM Site, North Dakota, two hundred fifteen units.

Carlisle Barracks, Pennsylvania, sixty units.

Fort Jackson, South Carolina, three hundred units.

For Hood, Texas, two hundred eighty units.

(2) The Department of the Navy, four thousand two hundred fifty-four units, $108,562,000:

Naval Complex, East Bay, San Francisco, California, three hundred units.

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Naval Complex, Long Beach, California, three hundred units.

Marine Corps Base, Camp Pendleton, California, two hundred units.

Naval Complex, San Diego, California, six hundred units.

Naval Complex, District of Columbia, one hundred fifty units.

Naval Air Station, Jacksonville, Florida, three hundred units.

Naval Training Center, Orlando, Florida, four units.

Naval Air Station, Pensacola, Florida, two hundred units.

Naval Air Station, Glynco, Georgia, one hundred thirty units.

United States Naval Installations, Oahu, Hawaii, four hundred units.

Naval Complex, Warminster, Pennsylvania, two hundred units.

Naval Complex, Newport, Rhode Island, two hundred units.

Naval Complex, Charleston, South Carolina, two hundred and eighty units.

Naval Air Station, Memphis, Tennessee, one hundred units.

Naval Complex, Norfolk, Virginia, six hundred and forty units.

Naval Station, Roosevelt Roads, Puerto Rico, two hundred and fifty units.

(3) The Department of the Air Force, three thousand and five hundred and ten units, $85,995,000:

Beale Air Force Base, California, two hundred units.

United States Air Force Academy, Colorado, two hundred units.

Ent-Peterson Air Force Base, Colorado, two hundred and fifty units.

Dover Air Force Base, Delaware, three hundred units.

Bolling Air Force Base, District of Columbia, four hundred units.

Homestead Air Force Base, Florida, one hundred and sixty units.

Andrews Air Force Base, Maryland, four hundred fifty units.

Offutt Air Force Base, Nebraska, three hundred units.

Cannon Air Force Base, New Mexico, two hundred and fifty units.

Wright-Patterson Air Force Base, Ohio, five hundred units.

Shaw Air Force Base, South Carolina, five hundred units.

(b) Trailer Court Facilities—

(1) The Department of the Navy, one thousand five hundred spaces, $4,500,000.

(2) The Department of the Air Force, eight hundred fifty spaces, $2,780,000.

SEC. 502. Authorization for the construction of family housing provided in this Act shall be subject, under such regulations as the Secretary of Defense may prescribe, to the following limitations on cost, which shall include shades, screens, ranges, refrigerators, and all other installed equipment and fixtures:

(a) The cost per unit of family housing constructed in the United States (other than Hawaii and Alaska) shall not exceed a unit cost to the five-foot line, excluding the cost of land acquisition, site preparation, and installation of utilities, to be determined in proportion to the appropriate area construction cost index, based on the following unit cost limitations where the area construction cost index is 1.0:

$40,000 for general officers or equivalent;

$32,000 for colonels or equivalent;

$24,000 for majors and/or lieutenant colonels or equivalent;

$21,000 for all other commissioned officers or war-

rant officer personnel or equivalent, except that four-bedroom units for this category may be constructed at a cost not to exceed $22,500, and five-bedroom units at a cost not to exceed $24,000;

$18,000 for enlisted personnel, except that four-bedroom units for this category may be constructed at a cost not to exceed $19,500, and five-bedroom units at a cost not to exceed $22,000;

unless the Secretary of Defense or his designee determines that because of special circumstances, application of the limitations on unit costs contained in this subsection is impracticable.

(b) No family housing unit in the area specified in subsection (a) shall be constructed at a total cost exceeding $45,000 including the cost of the family unit and the proportionate costs of site preparation, and installation of utilities.

(c) When family housing units are constructed in areas other than that specified in subsection (a) the average cost of all such units shall not exceed $35,000 and in no event shall the cost of any unit exceed $45,000. The cost limitations of this subsection shall include the cost of the family unit and the proportionate costs of site preparation, and installation of utilities.

SEC. 503. Section 401 (a) (3) of Public Law 91–441

(84 Stat. 905, 909), is amended by striking out "$8,800,000" and inserting in lieu thereof "$9,200,000".

SEC. 504. Notwithstanding the limitations contained in prior military construction authorization Acts on cost of construction of family housing, the limitations contained in section 502 of this Act shall apply to all prior authorizations for construction of family housing not heretofore repealed and for which construction contracts have not been executed by date of enactment of this Act.

SEC. 505. The Secretary of Defense, or his designee, is authorized to accomplish alterations, additions, expansions or extensions not otherwise authorized by law, to existing public quarters at a cost not to exceed—

(a) for the Department of the Army, $10,367,000.

(b) for the Department of the Navy, $8,271,000.

(c) for the Department of the Air Force, $13,388,000.

(d) for the Defense Agencies, $642,000.

SEC. 506. The Secretary of Defense, or his designee, is authorized to construct, or otherwise acquire, four family housing units in foreign countries at a total cost not to exceed $106,000. This authority shall include the authority to acquire land and interests in land, and shall be limited to such projects as may be funded by use of excess foreign

currencies when so provided in Department of Defense appropriation Acts.

SEC. 507. Section 515 of Public Law 84–161 (69 Stat. 324, 352) as amended, is amended by (1) striking out "1971 and 1972" in the first sentence and inserting in lieu thereof "1972 and 1973", (2) striking out "seven thousand five hundred" in the second sentence and inserting in lieu thereof "eleven thousand", and (3) striking out "$190" and "$250" in the third sentence and inserting in lieu thereof "$200" and "$275", respectively.

SEC. 508. Section 507 of Public Law 88–174 (77 Stat. 307, 326) as amended, is amended by (1) striking out "1971 and 1972" and inserting in lieu thereof "1972 and 1973", and (2) striking out "$185" and inserting in lieu thereof "$210".

SEC. 509. (a) Sections 4774 (f) and 9774 (f) of title 10, United States Code, are amended to read as follows: "(f) If the Secretary of Defense, or his designee, determines, on the basis of a survey of the family housing needs at any installation where the construction of family housing is authorized, that the construction of four-bedroom units or five-bedroom units for enlisted men is required, such units may be constructed with a net floor area of not more than one thousand two hundred fifty square feet, and one thousand four hundred square feet, respectively.".

(b) Section 7574 (d) of title 10, United States Code, is amended to read as follows: "(d) If the Secretary of Defense, or his designee, determines, on the basis of a survey of the family housing needs at any installation where the construction of family housing is authorized, that the construction of four-bedroom units or five-bedroom units for enlisted men is required, such units may be constructed with a net floor area of not more than one thousand two hundred fifty square feet, and one thousand four hundred square feet, respectively.".

(c) Sections 4774 (g), 7574 (c), and 9774 (g) of title 10, United States Code, are amended by inserting "or five-bedroom units" after "four-bedroom units".

SEC. 510. (a) Chapter 449 of title 10, United States Code, is amended by repealing section 4775 and by striking out the corresponding item in the analysis.

(b) Chapter 949 of title 10, United States Code, is amended by repealing section 9775 and by striking out the corresponding item in the analysis.

SEC. 511. The Secretary of Defense, or his designee, is authorized to accomplish repairs and improvements to existing public quarters in amounts in excess of the $10,000 limitation prescribed in section 610 (a) of Public Law 90–110 (81 Stat. 279, 305), as amended, for the United States

Naval Academy, Annapolis, Maryland, five units, $125,000.

SEC. 512. There is authorized to be appropriated for use by the Secretary of Defense, or his designee, for military family housing as authorized by law for the following purposes:

(a) for construction and acquisition of family housing, including improvements to adequate quarters, improvements to inadequate quarters, minor construction, relocation of family housing, rental guarantee payments, construction and acquisition of trailer court facilities, and planning, an amount not to exceed $285,220,000, and,

(b) for support of military family housing, including operating expenses, leasing, maintenance of real property, payments of principal and interest on mortgage debts incurred, payment to the Commodity Credit Corporation, and mortgage insurance premiums authorized under section 222 of the National Housing Act, as amended (12 U.S.C. 1715m), an amount not to exceed $634,000,000.

TITLE VI—HOMEOWNERS ASSISTANCE

SEC. 601. In accordance with subsection 1013(i) of Public Law 89-754 (80 Stat. 1255, 1292) there is authorized to be appropriated for use by the Secretary of Defense for the purposes of section 1013 of Public Law 89-754, in-

cluding acquisition of properties, an amount not to exceed $7,575,000.

TITLE VII

GENERAL PROVISIONS

SEC. 701. The Secretary of each military department may proceed to establish or develop installations and facilities under this Act without regard to section 3648 of the Revised Statutes, as amended (31 U.S.C. 529) and sections 4774 (d) and 9774 (d) of title 10, United States Code. The authority to place permanent or temporary improvements on land includes authority for surveys, administration, overhead planning, and supervision incident to construction. That authority may be exercised before title to the land is approved under section 355 of the Revised Statutes, as amended (40 U.S.C. 255), and even though the land is held temporarily. The authority to acquire real estate or land includes authority to make surveys and to acquire land, and interests in land (including temporary use), by gift, purchase, exchange of Government-owned land, or otherwise.

SEC. 702. There are authorized to be appropriated such sums as may be necessary for the purposes of this Act, but appropriations for public works projects authorized by titles, I, II, III, IV, V, and VI, shall not exceed—

(1) for title I: Inside the United States, $544,-

555,000; outside the United States, $51,636,000; or a total of $596,191,000.

(2) for title II: Inside the United States, $296,449,000; outside the United States, $52,230,000; section 202, $3,733,000; or a total of $352,412,000.

(3) for title III: Inside the United States, $251,304,000; outside the United States, $14,231,000; section 302, $11,985,000; or a total of $277,520,000.

(4) for title IV: A total of $26,200,000.

(5) for title V: Military family housing, $919,220,000.

(6) for title VI: Homeowners assistance, $7,575,000.

SEC. 703. Except as provided in subsection (b), any of the amounts specified in titles I, II, III, and IV of this Act, may, in the discretion of the Secretary concerned, be increased by 5 per centum when inside the United States (other than Hawaii and Alaska), and by 10 per centum when outside the United States or in Hawaii and Alaska, if he determines that such increase (1) is required for the sole purpose of meeting unusual variations in cost, and (2) could not have been reasonably anticipated at the time such estimate was submitted to the Congress. However, the total cost of all construction and acquisition in each such title may not exceed the total amount authorized to be appropriated in that title.

(b) When the amount named for any construction or acquisition in title I, II, III, or IV of this Act involves only one project at any military installation and the Secretary of Defense, or his designee, determines that the amount authorized must be increased by more than the applicable percentage prescribed in subsection (a), the Secretary concerned may proceed with such construction or acquisition if the amount of the increase does not exceed by more than 25 per centum the amount named for such project by the Congress.

(c) Subject to the limitations contained in subsection (a), no individual project authorized under title I, II, III, or IV of this Act for any specifically listed military installation may be placed under contract if—

(1) the estimated cost of such project is $250,000 or more, and

(2) the current working estimate of the Department of Defense, based on bids received, for the construction of such project exceeds by more than 25 per centum the amount authorized for such project by the Congress, until after the expiration of thirty days from the date on which a written report of the facts relating to the increased cost of such project, including a statement of the reasons for such increase has been submitted to the Committees on Armed Services of the House of Representatives and the Senate.

(d) The Secretary of Defense shall submit an annual report to the Congress identifying each individual project which has been placed under contract in the preceding twelve-month period and with respect to which the then current working estimate of the Department of Defense based upon bids received for such project exceeded the amount authorized by the Congress for that project by more than 25 per centum. The Secretary shall also include in such report each individual project with respect to which the scope was reduced in order to permit contract award within the available authorization for such project. Such report shall include all pertinent cost information for each individual project, including the amount in dollars and percentage by which the current working estimate based on the contract price for the project exceeded the amount authorized for such project by the Congress.

SEC. 704. Contracts for construction made by the United States for performance within the United States and its possessions under this Act shall be executed under the jurisdiction and supervision of the Corps of Engineers, Department of the Army, or the Naval Facilities Engineering Command, Department of the Navy, or such other department or Government agency as the Secretaries of the military departments recommend and the Secretary of Defense approves to assure the most efficient, expeditious and cost-effective accomplishment of the construction herein author-

ized. The Secretaries of the military departments shall report annually to the President of the Senate and the Speaker of the House of Representatives a breakdown of the dollar value of construction contracts completed by each of the several construction agencies selected, together with the design, construction, supervision, and overhead fees charged by each of the several agents in the execution of the assigned construction. Further, such contracts (except architect and engineering contracts which, unless specifically authorized by the Congress, shall continue to be awarded in accordance with presently established procedures, customs, and practice) shall be awarded, insofar as practicable, on a competitive basis to the lowest responsible bidder, if the national security will not be impaired and the award is consistent with chapter 137 of title 10, United States Code. The Secretaries of the military departments shall report semiannually to the President of the Senate and the Speaker of the House of Representatives with respect to all contracts awarded on other than a competitive basis to the lowest responsible bidder.

SEC. 705. (a) As of October 1, 1972, all authorizations for military public works (other than family housing) to be accomplished by the Secretary of a military department in connection with the establishment or development of military installations and facilities, and all authorizations

for appropriations therefor, that are contained in titles I, II, III, and IV of the Act of October 26, 1970, Public Law 91–511 (84 Stat. 1204), and all such authorizations contained in Acts approved before October 27, 1970, and not superseded or otherwise modified by a later authorization are repealed except—

(1) authorizations for public works and for appropriations therefor that are set forth in those Acts in the titles that contain the general provisions;

(2) authorizations for public works projects as to which appropriated funds have been obligated for construction contracts, land acquisitions, or payments to the North Atlantic Treaty Organization, in whole or in part before October 1, 1972, and authorizations for appropriations therefor;

(3) notwithstanding the repeal provisions of section 605(a) of the Act of October 26, 1970, Public Law 91–511 (84 Stat. 1204, 1223), authorization for the following item which shall remain in effect until October 1, 1973:

(a) utilities in the amount of $2,874,000 at Navy Public Works Center, Newport, Rhode Island, that is contained in title II, section 201 of the Act of July 21, 1968 (82 Stat. 373); and

(4) notwithstanding the repeal provisions of sec-

tion 605(a) of the Act of October 26, 1970, Public Law 91-511 (84 Stat. 1204, 1223) authorizations for the following items which shall remain in effect until October 1, 1973:

(a) Utilities in the amount of $288,000 at Fort Hancock, New Jersey, that is contained in title I, section 101 of the Act of December 5, 1969 (83 Stat. 293), as amended.

(b) Utilities in the amount of $545,000 at Fort Wadsworth, New York, that is contained in title I, section 101 of the Act of December 5, 1969 (83 Stat. 293), as amended.

(b) Effective fifteen months from the date of enactment of this Act, all authorizations for construction of family housing, including trailer court facilities, all authorizations to accomplish alterations, additions, expansions, or extensions to existing family housing, and all authorizations for related facilities projects, which are contained in this or any previous Act, are hereby repealed, except—

(1) authorizations for family housing projects as to which appropriated funds have been obligated for construction contracts or land acquisitions or manufactured structural component contracts in whole or in part before such date; and

(2) authorizations to accomplish alterations, addi-

tions, expansions, or extensions to existing family housing, and authorizations for related facilities projects, as to which appropriated funds have been obligated for construction contracts before such date; and

(3) notwithstanding the repeal provision of section 605 (b) of the Act of October 26, 1970, Public Law 91–511 (84 Stat. 1204, 1223), authorizations contained in section 401 of the Act of October 7, 1970, Public Law 91–441 (84 Stat. 905, 909) for the following items which shall remain in effect until fifteen months from the date of this Act:

(a) two hundred family housing units at Malmstrom ABM Site, Montana.

(b) two hundred family housing units at Grand Forks ABM Site, North Dakota.

SEC. 706. None of the authority contained in titles I, II, III, and IV of this Act shall be deemed to authorize any building construction projects inside the United States in excess of a unit cost to be determined in proportion to the appropriate area construction cost index, based on the following unit cost limitations where the area construction cost index is 1.0:

(1) $3,200 per man for permanent barracks;

(2) $11,000 per man for bachelor officer quarters;

unless the Secretary of Defense or his designee deter-

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mines that because of special circumstances, application to such project of the limitations on unit costs contained in this section is impracticable: *Provided*, That notwithstanding the limitations contained in prior military construction authorization Acts on unit costs, the limitations on such costs contained in this section shall apply to all prior authorizations for such construction not heretofore repealed and for which construction contracts have not been awarded by the date of enactment of this Act.

SEC. 707. Chapter 159 of title 10, United States Code, is amended as follows:

(1) Section 2674 (a) is amended by adding immediately before the period at the end thereof "or for a project which the Secretary of a military department determines will, within three years following completion of the project, result in savings in maintenance and operation costs in excess of the cost of the project".

(2) The catchline and text of section 2672, and the corresponding item in the analysis are amended by striking out "$25,000" wherever it appears and inserting in place thereof "$50,000".

(3) Section 2672 is amended by adding the following new sentence at the end thereof: "The authority to acquire an interest in land under this section includes authority to

make surveys and acquire interests in land (including temporary use), by gift, purchase, exchange of land owned by the United States, or otherwise".

(4) Section 2677(b) is amended by deleting the last sentence thereof.

SEC. 708. Titles I, II, III, IV, V, VI, and VII, of this Act may be cited as the "Military Construction Authorization Act, 1972".

TITLE VIII

RESERVE FORCES FACILITIES

SEC. 801. Subject to chapter 133 of title 10, United States Code, the Secretary of Defense may establish or develop additional facilities for the Reserve Forces, including the acquisition of land therefor, but the cost of such facilities shall not exceed—

(1) For the Department of the Army:

(a) Army National Guard of the United States, $25,686,000.

(b) Army Reserve, $30,300,000.

(2) For the Department of the Navy: Naval and Marine Corps Reserves, $10,090,000.

(3) For the Department of the Air Force:

(a) Air National Guard of the United States, $9,000,000.

(b) Air Force Reserve, $5,250,000.

SEC. 802. The Secretary of Defense may establish or develop installations and facilities under this title without regard to section 3648 of the Revised Statutes, as amended (31 U.S.C. 529), and sections 4774(d) and 9774(d) of title 10, United States Code. The authority to place permanent or temporary improvements on lands includes authority for surveys, administration, overhead, planning, and supervision incident to construction. That authority may be exercised before title to the land is approved under section 355 of the Revised Statutes, as amended (40 U.S.C. 255), and even though the land is held temporarily. The authority to acquire real estate or land includes authority to make surveys and to acquire land, and interests in land (including temporary use), by gift, purchase, exchange of Government-owned land, or otherwise.

SEC. 803. This title may be cited as the "Reserve Forces Facilities Authorization Act, 1972."

Senator SYMINGTON. The hearing will come to order.

Mr. Secretary, we welcome you this morning. We are going to have a vote fairly soon so there will be some delay but we will proceed.

This morning we are meeting to begin hearings on the military construction authorization bill for fiscal year 1972. Again, as we have for the past several years, we are meeting in joint session with the Subcommittee on Military Construction of the Appropriations Committee, of which Senator Mansfield is the Chairman.

To summarize briefly, the bill as introduced in the Senate contains a total authorization request for $2,262,610,000 consisting of $2,259,444,000 in new authority and an increase in authority granted in prior years of $3,166,000. This is approximately $181 million above the amount requested last year. This increase is primarily due to the additional emphasis being placed on housing for both bachelor and married personnel as well as increases for pollution abatement and Reserve Forces facilities. Of the total request, $126.6 million is designated for locations outside the United States which includes $20 million for NATO infrastructure; $129.9 million for air and water pollution abatement; $274 million for bachelor housing; and $919.2 million for military family housing which includes the construction of 9,684 new units.

Again this year the full committee has deemed it advisable to transfer all construction relating either directly or indirectly to the Safeguard antiballistic missile system from this bill to the military procurement bill to permit the consideration of all funds relating to this system en bloc. This includes $172.5 million for general construction; $11.7 million for 430 new units of family housing to be located at the Montana and North Dakota sites; and a $400,000 increase in the authority granted previously for 400 units of housing at these sites which was authorized in fiscal year 1970. Since the requirements for Safeguard system have previously been considered by the full committee, they are not being further considered by this committee.

The justification books containing around 620 line items at some 270 major bases have been carefully reviewed and we will address ourselves only to those projects we consider to be of major importance. The printed record, however, will clearly reflect the justification for each line item.

As we proceed, we will expect each witness to emphasize any project he considers of particular importance. At the conclusion of the open testimony of each of the services, an executive session will be held if needed to consider classified items.

Our first witness today will be the Honorable Barry J. Shillito, the Assistant Secretary of Defense for Installations and Logistics. While he and his staff are present, we will take up any changes proposed in title VII of the bill which relates to the general provisions. I am confident Mr. Shillito's testimony will be sufficient to prepare us to proceed then directly into the line item justifications with the representatives of the various services, beginning with title III, the Air Force portion of the bill.

You may proceed, Secretary Shillito.

STATEMENT OF THE HONORABLE BARRY J. SHILLITO, ASSISTANT SECRETARY OF DEFENSE (INSTALLATIONS AND LOGISTICS)

Mr. SHILLITO. Mr. Chairman and members of the committee, I would like to suggest, if I might, that I brief my statement and attempt to cover the highlights as best as I can and then allow as much time as possible for the questions that you might care to raise.

During my appearance today, I would like to discuss in general terms what the fiscal year 1972 program contains and compare that request with previous programs. I would like to let you know where we stand with respect to some special items which have been of wide interest to the Congress and to these committees in particular.

The fiscal year 1972 request would provide new authorizations in the amount of $2,259.4 million, as compared with DOD requests for $1,893.3 million in fiscal year 1970 and $2,069.1 million in fiscal year 1971. Actual enactments in these 2 prior years totaled $1,639.7 million and $2,001.2 million, respectively. The increase in requested fiscal year 1972 authorizations over the amount requested in fiscal years 1970 and 1971, is due primarily to additional emphasis on housing for both bachelor and married personnel as well as increases for pollution abatement and Reserve Forces facilities.

This year we are requesting no authorization or appropriations for military construction in support of operations in Southeast Asia. Of the $2.9 billion in military construction appropriations previously provided, $1.1 billion was for Southeast Asia support construction in the United States and Pacific areas, and $1.8 billion has been assigned to Commander, U.S. Military Assistance Command, Vietnam. Within this, $315 million has been programed for the improvement and modernization of the Vietnamese Armed Forces. We have scheduled the orderly termination of construction by the contractor combine, Raymond, Morrison-Knudsen, Brown, Root and Jones for July 1, 1972.

We are requesting a sum of $15 million for the Secretary of Defense for unforeseen construction requirements of an urgent and critical nature.

This fund will be used to provide those reserves necessary to meet unforeseen requirements in Southeast Asia and will provide a necessary flexible resource for the Secretary of Defense.

A comparison of this year's proposed authorization with similar authorizations enacted for the 2 prior years is shown on page 3 of my statement.

For the Safeguard system this year, we are requesting $172.5 million in fiscal year 1972 military construction authorization, exclusive of family housing, to continue our progress toward defense of Minuteman as defined in the modified deployment program announced last year. This amount, which is a substantial reduction from last year's request of $334 million, includes $167.3 million for construction of tactical facilities, and $5.2 million for community impact assistance in North Dakota and Montana. We are also requesting within the Department of Defense family housing program $11.1 million of authorization to provide an additional 215 housing units each at Grand Forks, N. Dak., and Malmstrom, Mont.

As was outlined in the Defense posture statement of the Secretary of Defense, this authorization would be designed to provide an option for protecting either the Minuteman field at Warren Air Force Base, Wyo., or establishment of the National Command Authority at Washington, D.C., in addition to the continuation of work at Grand Forks, Malmstrom and Whiteman.

Senator YOUNG. When you talk about Grand Forks, you are talking about the ABM base and not the big Air Force base?

Mr. SHILLITO. Yes, sir.

The details of the Safeguard element of our military construction program can be discussed by Department of the Army witnesses when they appear to present the Army program.

PROJECT SELECTION

The selection of projects included in the proposed fiscal year 1972 military construction authorization has been accomplished in accordance with 5-year Defense programing procedures, and has been subjected to detailed review by the Office of the Secretary of Defense. The construction proposals contained in this program cover over 270 major bases and approximately 620 separate line items. I have prepared a summary which is included as an attachment to this statement. The attachment also includes a description of the general content and major items included in each of the nine facility categories used by the Department of Defense.

There are several special areas of the construction program which are of interest to the members of these committees and I would like to discuss these in some details.

The family housing new construction program for fiscal year 1972 consists of 9,684 new units as compared to 8,000 last year and 4,800 units in fiscal year 1970. The improvements and alterations program for existing public quarters amounts to $32.7 million as compared to $19.2 million for fiscal year 1971. This amounts to $919.2 million authorization request as compared to $804.2 million authorized last year. We consider this increased program vitally needed in order that our service personnel and their families may be adequately housed and our inventory of family housing may be continuously upgraded to eliminate obsolescence.

The Federal Housing Administration acting for HUD agreed to provide an initial program of up to 5,000 units of low rent housing for military families, subsidized by FHA under the provisions of section 236 of the National Housing Act, subject to availability of fiscal year 1971 appropriations. Legislation authorizing FHA to stipulate military preference in section 236 projects was enacted December 31, 1970. A memorandum of agreement between Defense and HUD was executed in March and implementing instructions to the field have been promulgated by both agencies.

EXPERIMENTAL PROJECT AT GEORGE AIR FORCE BASE

We are pleased to inform the committees that construction of these 200 units is proceeding on schedule. As expected, we have already learned some lessons. As the project proceeds, we become more con-

fident that substantial savings—both in dollars and particularly in the rate of productivity—can be gained in selected future projects based on this system, and that the system will have applicability to the private housing market as well. Mr. Fliakas will go into greater detail on this subject when he presents his statement to the committee.

BASE REALINEMENTS

In October 1969 and March 1970, the Department of Defense announced details of 678 specific actions to consolidate, reduce, realine or close military activities and installations in the United States and abroad.

Based upon current determination of essential Defense program and personnel requirements as reflected in the fiscal year 1972 budget and in anticipation of favorable congressional action on the fiscal year 1972 funds requested, we have no plans for any further major base closure or major reduction actions in the United States. However, there will be a need to make essential force realinements in order to better position our forces; to make adjustments caused by our reduced training and force requirements resulting from our redeployment from Southeast Asia; to take certain actions as a result of force modernization; and to make normal prudent management adjustments in order to streamline operations and reduce overhead.

During early March 1971, the services and the Defense Supply Agency informed the Congress of a number of base realinement actions being implemented for the reasons I have stated above. These actions involved the reduction and realinement of Army and Air Force air defense activities; Air Force SAC B–52 and associated tanker support realinements; adjustments in Air Force airlift units; the realinement of Air Force air rescue units and other miscellaneous activities. Some Navy squadrons have been announced for repositioning and some for inactivation. A number of Navy ships have also been announced for inactivation. The Army, as part of its force level reduction has also announced the inactivation of certain military units.

A number of base closures were included in the various service announcements. The most significant bases which will be closed are Perrin Air Force Base, Tex., and Clinton County Air Force Base, Ohio.

The Department of Defense continues to recognize its responsibility for the application of sound management principles which will insure the conservation, preservation, and protection of all natural resources at installations under its jurisdiction.

To that end, 238 cooperative agreements have been developed between the military installation commanders, the State agency involved, and the Bureau of Sport Fisheries and Wildlife. These arrangements cover over 19 million of 28.9 million acres of land and water that we control. Nearly 4 million visitors last year took advantage of the recreational opportunities offered at the 90 major installations open to public hunting and fishing and other recreational use.

New timber production has been fostered on over 2,300,000 acres of Defense land.

Our conservation and natural resources programs have been totally financed by the sale of hunting and fishing permits by the military installations as authorized by Public Law 86–797.

POLLUTION ABATEMENT

We have again accelerated our program to abate air and water pollution at all our installations. This year's bill includes $129.9 million to eliminate pollution at 173 installations located in the United States and possessions.

The program proposes $61.9 million to provide treatment at 81 installations for sanitary and industrial waterborne wastes. The air pollution control projects which total $68 million are designed to meet air quality standards at 92 installations which have specific problems. So that you may have a better picture of our programs for air and water pollution for fiscal years 1970, 1971, and 1972, the chart on page 12 of my statement may be helpful.

All air and water pollution projects in the fiscal year 1972 program have been coordinated with the Environmental Protection Agency.

RESERVE COMPONENTS

We are seeking a total of $80.3 million in new authorization to accommodate major construction needs of the Reserve components of the Army, Navy, Marine Corps and Air Force in fiscal year 1972. The total of this authorization is reflected in the table on page 13.

This total of $80.3 million compares with a fiscal year 1971 request of $37.5 million to support Reserve activities, and reflects an increase in excess of 100 percent over last year's request. This is directly related to the scheduled reduction in Active Forces, and a corollary necessity for increased reliance on the readiness capability of our Reserve Forces.

The Reserve facilities program has accumulated a substantial backlog of construction requirements on the order of $1 billion which must be met in future years. We have established a phased 10-year program for accomplishing this task. The fiscal year 1972 authorization request represents our first substantial increment against that program.

CONSTRUCTION AGENCIES

Last year I gave a brief summary to the committees of special study efforts which had been instituted to investigate the current Department of Defense design and construction management procedures. The most significant study was accomplished by the Building Research Advisory Board, National Academy of Sciences. The report is very comprehensive, addressing all aspects of the acquisition of military construction. A copy of the report was provided to each of these committees so that the information on the basic proposal would be available.

PROGRAM EXECUTION

We have continued our efforts to improve the efficiency and reduce the costs involved in the execution of the military construction program. The reduction in the number of field activities of each of the two DOD construction agents, the Army Corps of Engineers and Naval Facilities Engineering Command, was effected during fiscal year 1970 and we believe that these reductions will provide more efficient utilization of the technical expertise of the organizations. The Army

Corps of Engineers has, in fact, been able to reduce its flat rate charge for the supervision and administration of construction contracts from 5.8 percent to 5.6 percent, effective January 1, 1971.

The Department of Defense is committed to a policy of procuring our required military facilities in the most effective manner possible. I am sure that the military departments in their respective sessions at this hearing will expand upon their progress and their future plans concerning the use of one- and two-step procurement procedures, the use of simplified designs and site adaptations, the exploration of the use of industrialized building technology, and other innovative techniques.

In conclusion of my remarks concerning our military construction program execution, I would like to address briefly some of the expressions of concern in this area which were included in the reports of your committees on last year's military construction program. First, I can assure the committees that neither the Department of Defense, nor the Army Corps of Engineers, nor the Naval Facilities Engineering Command has a policy of subsidizing in-house design staffs. For the past 2 years only 20 percent of the total dollar value of projects handled by the Corps of Engineers have been accomplished by in-house staff and only 10 percent (dollar value) of the designs handled by the Naval Facilities Engineering Command have been accomplished in-house. We believe that the amount of design which is accomplished by our in-house personnel is reasonable and proper both in terms of the relative cost of these efforts, and the necessity of maintaining the technical competence required of these professional architects and engineers.

Finally, in regard to the use of flat rate charge for the supervision, inspection and overhead, I will forward to the committee a letter detailing our position on this practice. I will indicate in my letter that the present procedures utilized are the most efficient manner of handling these costs in terms of the requirements of the construction agents and of the Department of Defense.

VIETNAMIZATION

Earlier I mentioned that construction in support of the program to improve and modernize the Armed Forces of the Republic of Vietnam is proceeding well. Of the $315 million provided for such items as the base depot upgrade program and the ARVN ammunition improvement plan, $217 million represents completed work. The lines of communication/road improvement program, not included in the above figures but necessary to Vietnamization, is now about 70-percent complete. Construction of 500 kilometers has been undertaken by the ARVN engineers.

Progress is also being made in the transfer of U.S. bases now ex cess to our needs. Either transferred or in the process of being transferred, is roughly about 65 percent of all of our installations. These activities, coupled with training programs for facilities maintenance, road construction, and other engineer functions, all reaffirm that the end of our military construction support program is now firmly in sight.

Senator SYMINGTON. Mr. Secretary, what is the ARVN ammunition improvement plan?

Mr. SHILLITO. The ARVN ammunition improvement plan, Mr. Chairman, deals with the necessity for protecting the diverse Vietnamese ammunition storage sites.

As you possibly are aware, we have had a number of instances where these storage sites have been hit by sappers, by rockets, and we have had the occasion where significant amounts of ammunition have been lost as a result of these activities. The plan that we have involves $32½ million required to protect these sites from this type activity and I can only assure you, having recently returned from Vietnam, that it will have a significant payoff because as it now stands we have lost something comparable to that amount of money in ammunition as a result of these activities.

Senator SYMINGTON. Will you supply for the record cost to the United States of the bases now being transferred to the Vietnamese?

Mr. SHILLITO. We will, Mr. Chairman.

Senator SYMINGTON. In line with your statement, "Progress is also being made in the transfer of U.S. bases now excess to our needs," will you supply for the record how many bases have been transferred, how many will be transferred, and what the cost was to us of the bases in question?

Mr. SHILLITO. Yes, sir.

Senator YOUNG. Just one more question. How many bases will be left in the hands of the United States after these two categories you mentioned?

Mr. SHILLITO. We will give you as complete a recap of the bases as we can.

(The information follows:)

STATEMENT ON THE TRANSFER OF BASES IN SOUTH VIETNAM USED BY THE U.S. FORCES

The U.S. investment in the military bases used by U.S. Forces in South Vietnam amounts to approximately $1.3 billion. As of March 31, 1971, we have transferred 134 bases, 77 were in process of being transferred and 368 were in varying stages of planning for a total of 579 bases. The bases already transferred include air bases, ports, support depots, hospitals, power plants, POL depots, ammunition supply points, etc. Of the 368 bases in various stages of planning, however, 225 are facilities used in our Republic of South Vietnam Armed Forces Advisor Program. These facilities are located with the activity to which our advisors are attached and are, therefore, not really bases. Elimination of these facilities results in 143 significant bases remaining in various stages of disposal planning. Again, eliminating these advisor facilities from the total base picture results in actual transfer or in progress of transfer of 211 bases of the total 354 bases which represents a 60% reduction of the 1969 inventory of U.S. bases used in South Vietnam. While we do not have the U.S. investment in bases transferred or in progress of being transferred readily available, based upon the 60% reduction in inventory of bases, we would estimate that a U.S. investment of around $0.5 billion is involved.

Senator MONTOYA. No questions at this point.

Mr. SHILLITO. I am most appreciative of the opportunity to appear before you today to present the military construction authorization request for fiscal year 1972. I have with me Ed Sheridan, the Deputy Assistant Secretary of Defense (installations and housing), and Perry Fliakas, Director for Housing Programs. These gentlemen, their staffs,

and I are available to answer your questions and would be pleased to provide such additional information as you may request.

Thank you.

(The complete statement of Mr. Shillito follows:)

Messrs. chairman and members of the committee, I am pleased to appear before these Committees in support of the Military Construction Authorization request for FY 1972 as reflected in S. 1531. During my appearance today, I would like to discuss in general terms what the FY 1972 Program contains and compare that request with previous programs. I would like to let you know where we stand with respect to some special items which have been of wide interest to the Congress and to these Committees in particular.

The FY 1972 request would provide new authorizations in the amount of $2,259.4 million, as compared with DoD requests for $1,893.3 million in FY 1970 and $2,069.1 million in FY 1971. Actual enactments in these two prior years totalled $1,639.7 million and $2,001.2 million, respectively. The increase in requested FY 1972 authorizations over the amounts requested in fiscal years 1970 and 1971, is due primarily to additional emphasis on housing for both bachelor and married personnel as well as increases for pollution abatement and Reserve Forces facilities.

This year we are requesting no authorization or appropriations for military construction in support of operations in Southeast Asia. Of the $2.9 billion in MILCON appropriations previously provided, $1.1 billion was for Southeast Asia support construction in the United States and Pacific areas, and $1.8 billion has been assigned to COMUSMACV. Within this, $315 million has been programmed for the improvement and modernization of the Vietnamese Armed Forces. This program is proceeding sufficiently well that we have scheduled the orderly termination of construction by the contractor combine, Raymond, Morrison-Knudsen, Brown, Root and Jones for 1 July 1972.

We are requesting a sum of $15 million for the Secretary of Defense for unforeseen construction requirements of an urgent and critical nature. This sum, an emergency authority of less than one percent of our FY 1972 MILCON request, will increase our total MILCON contingency availability from $47 million, the current uncommitted balance of MILCON contingency funds, to $62 million. This figure will provide about $30 million a year until FY 1973, which coincides with our past usage experience.

The world-wide "contingency fund" has proven to be an invaluable and irreplaceable asset in these days of repositioning of forces throughout the Pacific area and of other military requirements, related to the adjustments of our national posture, which the Secretary considers vital to the security of the United States. This fund will be used to provide those reserves necessary to meet unforeseen requirements in Southeast Asia and will provide a necessary flexible resource for the Secretary of Defense. This fund has been a great value in the past; however, we recognize the need for improved management of the fund and we are currently improving the management procedures governing the use of the "contingency" authority by issuance of a new DoD Instruction.

A comparison of this year's proposed authorization with similar authorizations enacted for the 2 prior years is shown below:

AUTHORIZATIONS ENACTED COMPARED WITH FISCAL YEAR 1972 AUTHORIZATION REQUEST

[In millions of dollars]

	Fiscal year—		
	1970 actual	1971 actual	1972 request
Army	$292.7	$590.1	$596.2
Navy	306.3	268.9	352.4
Air Force	269.0	256.2	277.5
Defense agencies	16.2	9.3	11.2
Contingency	25.0	35.0	15.0
Family housing	689.5	804.2	919.2
Homeowners assistance			7.6
Reserve components	41.0	37.5	80.3
Total	1,639.7	2,001.2	2,259.4

SAFEGUARD

For the Safeguard System this year, we are requesting $172.5 million in FY 1972 MILCON authorization, exclusive of family housing, to continue our progress toward defense of Minuteman as defined in the modified deployment program announced last year. This amount, which is a substantial reduction from last year's request of $334 million, includes $167.3 million for construction of tactical facilities, and $5.2 million for community impact assistance in North Dakota and Montana. We are also requesting within the Department of Defense Family Housing Program $11.1 million of authorization to provide an additional 215 housing units each at Grand Forks, North Dakota, and Malmstrom, Montana.

As was outlined in the Defense Posture statement of the Secretary of Defense, which was presented to the Senate Armed Services Committee on March 15, 1971, this authorization would be designed to provide an option for protecting either the Minuteman field at Warren Air Force Base, Wyoming, or establishment of the National Command Authority at Washington, D.C., in addition to the continuation of work at Grand Forks, Malmstrom and Whiteman. As the Secretary stated, it is his belief that Congress should authorize work on both the Warren and Washington, D.C. sites in FY 1972 so as to provide the President with maximum flexibility to meet possible developments either in the SALT discussions or the potential threat. It should be emphasized, however, that the FY 1972 deployment program under this authority would be limited to only one of the two locations.

The details of the Safeguard element of our Military Construction Program can be discussed by Department of the Army witnesses when they appear to present the Army MILCON Program.

PROJECT SELECTION

The selection of projects included in the proposed FY 1972 military construction authorization has been accomplished in accordance with Five-Year Defense Programming procedures, and has been subjected to detailed review by the Office of the Secretary of Defense. The construction proposals contained in this program cover over 270 major bases and approximately 620 separate line items and will be fully explained by the Military Departments and the Defense Agencies in sessions before these Committees. In order to conserve the time of the Committees and to avoid duplication of the Services' testimony, I have prepared a summary which is included as an attachment to this statement. The attachment also includes a description of the general content and major items included in each of the nine facility categories used by the Department of Defense. This overview may be of benefit to the Committee members in reviewing the total program as well as the individual programs of the Military Departments.

There are several special areas of the construction program which are of interest to the members of these Committees and I would like to discuss these in some detail.

FAMILY HOUSING PROGRAM

The family housing new construction program for FY 1972 consists of 9,684 new units as compared to 8,000 last year and 4,800 units in FY 1970. The improvements and alterations program for existing public quarters amounts to $32.7 million as compared to $19.2 million for FY 1971. These programs, together with trailer court facilities, minor construction, leasing, debt payment, and operation and maintenance, amount to $919.2 million authorization request as compared to $804.2 million authorized last year. We consider this increased program vitally needed in order that our service personnel and their families may be adequately housed and our inventory of family housing may be continuously upgraded to eliminate obsolescence. Efforts to achieve these goals are essential as we move forward to the time when we will have an all-volunteer force.

SECTION 236 HOUSING

During the past year, we have made a sustained effort to obtain for lower-income military families the benefits of off-base "special assistance" programs of the Department of Housing and Urban Development. The Federal Housing Administration acting for HUD agreed to provide an initial program of up to 5,000 units of low rent housing for military families, subsidized by FHA under

the provisions of Section 236 of the National Housing Act subject to availability of FY 1971 appropriations. Legislation authorizing FHA to stipulate military preference in Section 236 projects was enacted December 31, 1970, and we are now in a position to proceed with the program. A memorandum of agreement between Defense and HUD was executed in March and implementing instructions to the field have been promulgated by both agencies. We believe that the consummation of this agreement is a truly significant achievement which will produce many millions of dollars worth of adequate community assets for lower income military families. And, this will be done at no cost or obligation to the Department of Defense.

EXPERIMENTAL PROJECT AT GEORGE AIR FORCE BASE

I know the Committees continue to have an extensive interest in the status of our experimental housing project at George Air Force Base, California, which was authorized and appropriated under the Military Construction Act of 1969. We are pleased to inform the Committees that construction of these units is proceeding on schedule. As expected, we have already learned some lessons, and in each instance they have served to improve the concept originally reported. As the project proceeds, we become more confident that substantial savings—both in dollars and particularly in the rate of productivity—can be gained in selected future projects based on this system, and that the system will have applicability to the private housing market as well as to future Department of Defense housing construction programs. Mr. Fliakas will go into greater detail on this subject when he presents his statement to the Committee.

BASE REALIGNMENTS

It will be recalled that in October 1969 and March 1970, the Department of Defense announced details of 678 specific actions to consolidate, reduce, realign or close military activities and installations in the United States and abroad. These actions were required as a result of reductions in the 1970 budget and in preparation for the implementation of the FY 1971 budgetary plan.

Based upon current determination of essential Defense program and personnel requirements as reflected in the FY 1972 budget and in anticipation of favorable Congressional action on the FY 1972 funds requested, we have no plans for any further major base closure or major reduction actions in the United States. However, there will be a need to make essential force realignments in order to better position our forces; to make adjustments caused by our reduced training and force requirements resulting from our redeployment from SEA; to take certain actions as a result of force modernization; and to make normal prudent management adjustments in order to streamline operations and reduce overhead.

There will also be a need to make minor reductions in civilian employees at various installations in order to adjust workloads. We do not expect these civilian adjustments to be extensive. In general, reductions to meet authorized civilian personnel end strengths will be accomplished by attrition to the maximum extent possible.

During early March 1971, the Services and the Defense Supply Agency informed the Congress of a number of base realignment actions being implemented for the reasons I have stated above. These actions involved the reduction and realignment of Army and Air Force air defense activities; Air Force SAC B–52 and associated tanker support realignments; adjustments in Air Force airlift units; the realignment of Air Force air rescue units and other miscellaneous activities. In addition, some Navy squadrons have been announced for repositioning and some for inactivation. A number of Navy ships at various ports in the United States have also been announced for inactivation. The Army, as part of its force level reduction has also announced the inactivation of certain military units at bases throughout the United States. Other minor management actions were also announced.

A number of base closures were included in the various Service announcements. Most of these are small bases, the closure of which will have no serious impact on the surrounding community. The most significant bases which will be closed are Perrin Air Force Base, Texas—which is being closed due to reduced Air Force air defense training requirements; and Clinton County Air Force Base, Ohio—which is being closed by the Air Force because its mission can better be performed at another nearby Air Force base.

NATURAL RESOURCES CONSERVATION

At this point, I would like to discuss briefly our natural resources conservation program. As stewards of the third largest land area controlled by the executive agencies, the Department of Defense continues to recognize its responsibility for the application of sound management principles which will insure the conservation, preservation, and protection of all natural resources at installations under its jurisdiction. We are attempting in every way to assist in the solution of environmental problems. There is a vital concern at all Defense levels in noise abatement, fish and wildlife management, soil conservation and recreational opportunities for the civilian populace on military lands. To that end, 238 cooperative agreements have been developed between the military installation commanders, the State agency involved, and the Bureau of Sports, Fisheries and Wildlife. These arrangements cover over 19 million of the 28.9 million acres of land and water that we control. Nearly four million visitors last year took advantage of the recreational opportunities offered at the 90 major installations open to public hunting and fishing and other recreational use.

Interagency agreements have also been consummated with the Department of Agriculture and the Department of Interior governing use of natural resources at Defense installations. Defense lands not needed for the time or not actively being used for continuous military requirements have been made available for joint civilian-military park and other recreational use. New timber production has been fostered on over 2,300,000 acres of Defense land.

Our conservation and natural resources programs have been totally financed by the sale of hunting and fishing permits by the military installations as authorized by Public Law 86-797. Although budgetary ceilings have limited our conservation activities to some degree, we will continue to place major emphasis on this program and will cooperate with all State, local and Federal agencies in fostering sound conservation programs.

POLLUTION ABATEMENT

Another item of major interest to these Committees which I would like to discuss is our program on control of environmental pollution.

In keeping with the increased national tempo to improve environmental quality, we have again accelerated our program to abate air and water pollution at all our installations. This year's bill includes $129.9 million to eliminate pollution at 173 installations located in the United States and possessions. This effort represents a 75% increase over the funding requested for this purpose last year.

The program proposes $61.9 million to provide treatment at 81 installations for sanitary and industrial water-borne wastes, or if feasible connection to municipal systems. The air pollution control projects which total $68.0 million are designed to meet air quality standards at 92 installations which have specific problems. These projects are basically concerned with heating plant fuel conversions to eliminate sulfur and fly ash, facilities for processing industrial exhausts, and construction of incinerators. So that you may have a better picture of our programs for air and water pollution for FY's 1970, 1971 and 1972, the following chart may be helpful:

NEW AUTHORIZATION FOR AIR AND WATER POLLUTION ABATEMENT PROJECTS

[In millions of dollars]

	Fiscal year—		
	1970	1971	1972
Authorization requested:			
Air pollution	$16.0	$6.7	$68.0
Water pollution	30.7	70.6	61.9
Total	46.7	77.3	129.9
Authorization enacted:			
Air pollution	12.0	6.6	
Water pollution	27.3	64.7	
Total	39.3	71.3	

All air and water pollution projects in the FY 1972 program have been coordinated with the Environmental Protection Agency, and we will utilize the best techniques available through their research and development program.

The continued strong support of these Committees for this important program will permit us to reach the goal of complying with required air and water quality standards at all our installations in the near future.

RESERVE COMPONENTS

Within the FY 1972 Military Construction Program, we are seeking a total of $80.3 million in new authorization to accommodate major construction needs of the Reserve components of the Army, Navy, Marine Corps and Air Force in FY 1972. The total of this authorization is reflected in the following table by Military Services:

[In millions of dollars]

Service:	*Major construction*
Army National Guard	$25.7
Army Reserve	30.3
Navy and Marine Reserve	10.1
Air National Guard	9.0
Air Force Reserve	5.2
Total	80.3

This total of $80.3 million compares with an FY 1971 request of $37.5 million to support Reserve activities, and reflects an increase in excess of 100% over last year's request. This substantially increased emphasis in support of the Reserve components is directly related to the scheduled reduction in Active Forces, and a corollary necessity for increased reliance on the readiness capability of our Reserve Forces. Public Law 90-168, "The Reserve Forces Bill of Rights and Vitalization Act," clearly expressed the concern of Congress and its intent that the Reserve Forces be allocated the necessary personnel, equipment and facilities to fully meet their mobilization requirements, and to constitute a significant and viable force in the total military resources available to the Nation.

The Reserve Facilities Program, which we present today, represents but one example of the increased attention which the Services are now directing toward assuring that the Reserve components are brought to a satisfactory readiness posture as rapidly as possible. Unfortunately, in preceding years, and most recently because of other priorities necessary to support more urgent military needs, the Reserve Facilities Program has accumulated a substantial backlog of construction requirements on the order of $1 billion which must be met in future years. We are determined to liquidate this backlog as rapidly as is possible and consistent with other military priorities and available funds. Toward this end, we have established a phased ten-year program for accomplishing this task. The FY 1972 authorization request represents our first substantial increment against that program. We hope that in the following fiscal years we can stay on this schedule and secure an orderly liquidation of the total backlog.

CONSTRUCTION AGENCIES

Last year I gave a brief summary to the Committees of special study efforts which had been instituted to investigate the current Department of Defense design and construction management procedures and to make recommendations for improvements. The most significant study was accomplished by the Building Research Advisory Board, National Academy of Sciences. We received the final report from this study on the first of March and it is now being reviewed. The report is very comprehensive, addressing all aspects of the acquisition of military construction, from master planning to final construction execution. It will take some time for the Department of Defense to complete its evaluation of this comprehensive study and its recommendations. However, a copy of the report was provided to each of these Committees so that the information on the basic proposal would be available. We will, of course, advise the Committee of any major changes to our present military construction procedures which may be developed as a result of our decisions concerning the BRAB study recommendations.

PROGRAM EXECUTION

We have continued our efforts to improve the efficiency and reduce the costs involved in the execution of the military construction program. In this regard, the reduction in the number of field activities of each of the two DoD construction agents, the Army Corps of Engineers and Naval Facilities Engineering Command, was effected during FY 1970 and we believe that these reductions will provide more efficient utilization of the technical expertise of the organizations. We are confident that these efficiencies will be reflected by a reduction in the cost for design and construction management by the agents. The Army Corps of Engineers has, in fact, been able to reduce its flat rate charge for the supervision and administration of construction contracts from 5.8 percent to 5.6 percent, effective January 1, 1971.

As I discussed with you last year in my testimony, it is our policy to make full utilization of the two DoD construction agents and to allocate to the Air Force, upon its request, projects for execution in which the nature and location of the project makes such allocation desirable. I believe that this policy of full utilization of the Army Corps of Engineers and the Naval Facilities Engineering Command is essential to the achievement of our mutual goal of obtaining the most efficient, expeditious and cost effective accomplishment of the total Military Construction Program. We believe that by thus concentrating our Military Construction Program execution with the two primary DoD construction agents, we enhance our opportunities for achieving further improvements in efficiency and reduced costs for design and construction management. Additionally, this policy has the purpose of affording visibility of the projected workloads to the primary agents so that they can most effectively plan for the efficient utilization of their personnel and resources.

As I have previously indicated, we expect to continue to utilize the Air Force capability to accomplish the design and construction management of a limited number of appropriate projects when it is desirable and advantageous. I am conducting discussions with the Service Assistant Secretaries for Installations and Logistics to develop procedures which we hope will facilitate the ready identification of projects which can be most effectively accomplished by the Air Force by use of its available resources.

The Department of Defense is committed to a policy of procuring our required military facilities in the most effective manner possible. We are pleased with the progress which has been made by the Military Departments in adapting and identifying those new management contracting techniques which assist in achieving this goal. I am sure that the Military Departments in their respective sessions at this hearing will expand upon their progress and their future plans concerning the use of one and two step procurement procedures, the use of simplified designs and site adaptations, the exploration of the use of industrialized building technology, and other innovative techniques.

In conclusion of my remarks concerning our military construction program execution, I would like to briefly address some of the expressions of concern in this area which were included in the reports of your Committee on last year's military construction program. First, I can assure the Committees that neither the Department of Defense, nor the Army Corps of Engineers, nor the Naval Facilities Engineering Command has a policy of subsidizing in-house design staffs in order to retain a capacity to respond to possible emergency requirements. For the past two years only 20 percent of the total projects handled by the Corps of Engineers have been accomplished by in-house staff and only 10 percent of the designs handled by the Naval Facilities Engineering Command have been accomplished in-house. We believe that the amount of design which is accomplished by our in-house personnel is reasonable and proper both in terms of the relative cost of these efforts, and the necessity of maintaining the technical competence required of these professional architects and engineers in the supervision of architect-engineer designs and other technical duties.

Finally, in regard to the use of flat rate charge for the supervision, inspection and overhead costs involved in the construction of military facilities by the two DoD construction agents, I will forward to the Committee a letter detailing our position on this practice. I will indicate in my letter that the present procedures utilized are the most efficient manner of handling these costs in terms of the requirements of the construction agents and of the Department of Defense.

VIETNAMIZATION

Earlier I mentioned that construction in support of the program to improve and modernize the Armed Forces of the Republic of Vietnam is proceeding well. Of the $315 million provided for such items as the Base Depot Upgrade Program and the ARVN Ammunition Improvement Plan, $217 million represents completed work—the remainder will be completed by the end of FY 1972. The Lines of Communication/Road Improvement Program, not included in the above figures but necessary to Vietnamization, is now about 70 percent complete. Construction of 500 kilometers has been undertaken by the ARVN engineers. These engineer troops are doing a fine job. Progress is also being made in the transfer of U.S. bases now excess to our needs. These activities, coupled with training programs for facilities maintenance, road construction, and other engineer functions, all reaffirm that the end of our military construction support program is now firmly in sight.

I am most appreciative of the opportunity to appear before you today to present the military construction authorization request for FY 1972 and to discuss subjects in the installations and construction area which are of interest to the Committees. I have with me Ed Sheridan, the Deputy Assistant Secretary of Defense (Installations and Housing), and Perry Fliakas, Director for Housing Programs. These gentlemen, their staffs, and I are available to answer your questions and would be pleased to provide such additional information as you may request.

Thank you.

FISCAL YEAR 1972 MILITARY CONSTRUCTION AUTHORIZATION PROGRAM

[In millions of dollars]

Facility class	Army	Navy	Air Force	Total
Operational and training	$200.5	$62.3	$51.5	$314.3
Maintenance and production	20.2	38.0	53.6	111.8
R. & D. facilities	31.0	17.7	27.0	75.7
Supply facilities		2.4	24.0	26.4
Hospital and medical	123.1	23.0	20.8	166.9
Administrative facilities		13.1	8.9	22.0
Housing and community	134.8	125.3	56.2	316.3
Utilities and ground improvement	86.6	50.7	34.7	172.0
Real estate		19.9	.8	20.7
Subtotal	596.2	352.4	277.5	1,226.1
Defense agencies				26.2
Family housing				919.2
Homeowners' assistance				7.6
Reserve forces				80.3
Subtotal				1,033.3
Grand total				2,259.4

ADDENDUM TO STATEMENT

ACTIVE FORCES (TITLES I, II, III, AND IV)

The Active Forces portion of the Military Construction Budget Program for FY 1972 totals $1,252.3 million for the three Departments and Defense Agencies. This portion of the program is related to the regular military establishment and provides for facilities and installations necessary to meet operational, logistical and other mission requirements of the three Military Departments and the Defense Agencies, other than family housing. For purposes of easy summation, we have grouped the total request into nine standard Department of Defense construction categories. I would like to describe the principal items contained in each of these categories for the individual Services. I will omit reference to the Defense Agencies in these descriptions inasmuch as I will summarize their requirements separately at the end of this presentation. The first of the categories is:

Operational and Training, $314.3 million

The operational facilities contain essential airbase, fleet operations support, communications, security, command and control, and other operational facilities

necessary to support the combat readiness capability of the Services. Under training facilities we seek to provide the instructional and training facilities necessary to the development of not only the basic soldier, seaman, airman, and marine, but also the technical and professional specialists required to operate, maintain and repair the complex tools of modern war.

Within the above total, the requests for such facilities are:

	Millions
Army	$200.5
Navy	62.3
Air Force	51.5

The most significant portion of the Army's request, which totals $200.5 million, involves $172.5 million required to continue the deployment of the SAFEGUARD ABM system. The remainder of the Army's requested authorization involves $20 million for financing the U.S. share of the NATO Infrastructure Program, $5.3 million for a cargo pier addition and a harbor and channel dredging project in support of the National Missile Range at Kwajalein; and various operational and training facilities at nine installations for a total of $2.7 million.

Of the $62.3 million included in this catagory for Navy, $32.5 million is for operational facilities, and $29.8 million for training facilities. Of the $32.5 million for operational facilities, $14.6 million will provide improvements and additions to airfield pavements at six Navy installations; $4.8 million for the second increment of the Naval Communication Facility in the Indian Ocean; $3.9 million for navigation and air traffic aids at five installations; $2.3 million for a tactical systems support facility at Camp Pendleton; and $5.4 million for waterfront facilities at three Navy installations. The remaining operational facilities provide two liquid oxygen/nitrogen facilities and an air terminal. The Navy's training facilities request includes $11.7 million for academic instruction facilities at Annapolis, Great Lakes and Coronado; and $18.1 million for urgently needed enlisted training facilities at eight Navy installations.

The Air Force program for operational and training facilities totals $51.5 million, of which $36.7 million is for operational facilities, and $14.8 million for training facilities. Significant items within the operational facilities portion include Theater Air Base Vulnerability (TAB VEE) facilities, $4.3 million; a Logistics Management facility at Wright-Patterson Air Force Base, Ohio, $6.9 million; Communications facilities, Navigational Aids and Airfield Lighting, $12.8 million, Airfield Pavements, Aircraft Shelters, Control Towers, Squadron Operations and Passenger Terminal facilities, $11.7 million; and miscellaneous facilities, $1.0 million. The training projects included in this category support: Basic Flight Training, $1.4 million; Technical Training, $7.5 million; Field Training, $0.7 million; and Base Maintenance Training, $2.4 million. Also included in this category is an Air Force Correction facility at Lowry Air Force Base, Colorado, $2.6 million and a project for alteration of academic classrooms at the Air Force Academy, $0.2 million.

Maintenance and Production Facilities, $111.8 million

This category includes all types of facilities necessary for the production, maintenance and repair of military hardware, including field and depot maintenance shops and hangars, shore-based marine maintenance facilities for the fleet, and production, assembly and maintenance facilities for rockets, guided missiles and various types of conventional ammunition.

The totals of the Services' requests for such facilities are:

	Millions
Army	$20.2
Navy	38.0
Air Force	53.6

Within the Army's portion of their total request, the request would provide $20.2 million for various shop and maintenance facilities at four bases in the U.S. Approximately half of the request entails construction of Phase I of an airfield complex to support an Airmobile Division at Fort Campbell, Kentucky. The remainder would provide turbine engine test cells and a paint and plating shop at the Aeronautical Maintenance Center, Texas, $5.5 million; plus a tactical equipment shop complex with supporting facilities at Fort Hood, Texas, $4.8 million.

Significant items included in the Navy request for maintenance and production facilities include $23.4 million related to aircraft maintenance at six air stations; $8.0 million for ships maintenance facilities at four installations; $3.9 million for avionics facilities at two installations; $2.2 million for a torpedo shop at Keyport; and two miscellaneous maintenance facilities.

The authorization requested for the Air Force in this category will provide the necessary facilities to support the maintenance of new weapons systems and will provide for increased Air Force missions, changes in missions, and safety of operations. Significant amounts entered in this category are $28.7 million for various aircraft maintenance shops including among the major items an aircraft maintenance shop at Robins AFB, Georgia, $6.9 million, and an aerospace ground equipment shop at Hill AFB, Utah, $2.7 million; a jet engine test cell facility at Tinker AFB, Oklahoma, $11.8 million; Short Range Attack Missile (SRAM) facilities at various locations, $6.0 million; four precision measurement equipment facilities, $4.4 million; and six miscellaneous aircraft maintenance facilities, $2.7 million.

Research and Development Facilities, $75.7 million

This portion of the authorization program is necessary to sustain our search for new and improved weapons systems. Despite its modest size, the Department considers the projects included herein to be of high essentiality and vital to the maintenance of U.S. leadership in the development and testing of new defense systems.

The total of the Services' requests for R&D facilities are:	*Millions*
Army	$31.0
Navy	17.7
Air Force	27.0

The Army's request involves $9.1 million for the second phase of the planned relocation of the Harry Diamond Laboratories to the grounds of the Naval Ordnance Laboratory at White Oak, Maryland. Additionally, the request would provide $10.5 million for the second phase of the Western Medical Research Laboratory at the Presidio of San Francisco; a topographic R&D laboratory at Fort Belvoir, Virginia, $6.3 million; an armored weapons repair and processing facility at Yuma Proving Ground, Arizona, $2.9 million; and range facilities at White Sands Missile Range for $2.2 million.

For the Navy, nine research and development facilities total $17.7 million, and includes a $5.0 million radar laboratory increment in Washington, D.C.; $4.5 million environmental health effects laboratory increment at Bethesda; $2.8 million laboratory addition at China Lake; $2.4 million laboratory facilities at Point Barrow; $1.4 million vulnerability and hardening facility at White Oak; and $1.6 million for miscellaneous facilities at four Navy installations.

The Air Force program for RDT&E facilities contains the following significant items: Materials Laboratory at Wright-Patterson Air Force Base, Ohio, $11.4 million; addition to Test Track at Holloman Air Force Base, New Mexico, $6.0 million; Personnel Research Laboratory at Brooks Air Force Base, Texas, $2.9 million; addition and alteration of the Arresting Gear Complex at Edwards Air Force Base, California, $1.6 million; Optical Physics Laboratory at L. G. Hanscom Field, Massachusetts, $1.3 million; and miscellaneous facilities, $3.8 million.

Supply Facilities, $26.4 million

This category includes various supply facilities, including fuel storage, ammunition storage, cold storage, depot and arsenal warehouses and open storage facilities.

The total of the Services' requests for such facilities are:	*Millions*
Army	None
Navy	$2.4
Air Force	24.0

Of the four projects in this category for Navy, two projects which total $1.9 million are related to storage of torpedos, four projects provide miscellaneous storage facilities totaling $.5 million. The $24.0 million requested for supply facilities for the Air Force will provide $17.4 million for Material Processing facilities at Hill AFB, Utah, and Kelly AFB, Texas, in the amounts of $9.4 million and $8.0 million, respectively; a Depot Aircraft Resources facility at Robins AFB, Georgia, $3.8 million; three warehouse projects, $2.2 million; and two small storage projects, $0.6 million.

Hospital and Medical, $166.9 million

Replacement and improvement of our outmoded and obsolescent medical plant continues as one of our urgent priorities. A great portion of our hospital and

medical facilities were constructed from 25 to 50 years ago, and over the years have become increasingly inadequate to the needs of modern medicine. In FY 1972, we have included a substantial increment to continue the replacement of the most inadequate of such facilities.

The total of the Services' requests for such facilities are:

	Millions
Army	$123.1
Navy	23.0
Air Force	20.8

Army's request for hospital and medical facilities includes the new Walter Reed General Hospital with multi-story parking structure at $112.5 million; a hospital addition primarily for outpatient services at Fort Bragg, N.C., $7.3 million; alterations and air conditioning of the Brooke Army Hospital, Texas, at $2.5 million; and a dental clinic at Fort Knox, Kentucky, $.8 million.

Significant items included in the Navy request for hospital and medical facilities include the $15.1 million 220-bed hospital addition at Long Beach, California; $7.4 million for dispensaries and dental clinics at Yorktown, Parris Island, Glynco, San Diego, and Coronado; and $0.4 million for a medical research laboratory at a classified location.

Within the Department of the Air Force, the $20.8 million requested for hospital and medical facilities will provide for the following: New Composite Medical Facilities at Hill Air Force Base, Utah, $5.3 million; Pease Air Force Base, New Hampshire, $7.8 million; addition to and alteration of the Composite Medical Facility at Davis Monthan Air Force Base, Arizona, $4.3 million; alteration of the Composite Medical Facility at Edwards Air Force Base, California, $0.4 million; Regional Environmental Health Laboratory at Kelly Air Force Base, Texas, $1.6 million; Dispensary at Brooks Air Force Base, Texas, $1.0 million; and a Dental Clinic at Altus Air Force Base, Oklahoma, $0.4 million.

Administrative Facilities, $22.0 million

The total requested for administrative facilities, including headquarters, squadron operations and similar facilities, is $22.0 million. Within this total, the service increments are:

	Millions
Army	None
Navy	$13.1
Air Force	8.9

In the Navy's $13.1 million request for administrative facilities there is included $6.1 million for an engineering management complex at Charleston, which is part of the shipyard modernization program; $2.4 million for an intelligence center addition at Suitland; $2.1 million for relocation of the Military Sealift Command to Bayonne; $1.1 million for a data processing facility at Pensacola; and $1.4 million for miscellaneous facilities at three Navy installations.

The Air Force program provides $8.9 million which includes a consolidated administrative facility at Bolling Air Force Base, D.C., $3.3 million; a base personnel office at Sheppard Air Force Base, Texas, $2.0 million; an administrative facility at Shaw Air Force Base, South Carolina, $0.9 million; and miscellaneous administrative facilities at six locations, $2.7 million.

Housing and Community Facilities, $316.3 million

Troop housing is one of the most important and vital requirements in our construction program. We recognize the importance of this item in persuading personnel to stay in the military service as a career, and we believe implicitly that improved housing will provide both immediate and long-range benefits through increased re-enlistment, heightened morale, and reduced recruitment costs. The Service programs in FY 1972 are:

	Millions
Army	$134.8
Navy	125.3
Air Force	56.2

Within Army's request for troop housing and community facilities, the largest portion, $48 million, is directed toward providing privacy in existing barracks for support of the Modern Volunteer Army. Lack of adequate barracks privacy stands at the top of most Army surveys measuring unattractive features or irritants to service. The request also includes construction of 7,620 enlisted barracks spaces and support facilities at $44.6 million, alterations to 4,939 barracks spaces, and 1,310 bachelor officer quarters for $16.7 million. Additionally, the Army's request includes $12.4 million for various community support facilities.

Among these are a laundry at Fort Lewis, Washington; a dependent school addition in Germany; two commissaries, one at Fort Bragg, N.C., and another at Fort Carson, Colorado; a service club at Fort Sill, Oklahoma; post offices at Fort Lee, Virginia, and Fort Bliss, Texas; and confinement facility additions at Fort Meade, Maryland, and Fort Lewis, Washington.

The Navy's programming for bachelor housing totals $108.7 million, and will provide new and modernized quarters for 26,307 bachelor enlisted men and 1,288 bachelor officers. Mess facilities total $6.6 million. Community support items total $9.0 million and include a $1.7 million enlisted men's service club in Newport, Rhode Island; a $3.5 million personnel support facility in Adak, Alaska; and nine other miscellaneous facilities. Included in this general category is $1.0 million for modernization at the Naval Home in Philadelphia, Pennsylvania.

The Air Force program for this category provides $40.4 million for troop housing facilities and $15.8 million for community facilities. The $40.4 million will provide 4,980 airmen dormitory spaces at a cost of $21.0 million; alterations and improvements to existing dormitories, $11.6 million; 504 bachelor officer quarters, $6.9 million; and alterations to existing officer quarters, $0.9 million. The $15.8 million for community facilities will provide for five Chapel Centers and one Religious Education Facility, $4.0 million; five commissaries, including two projects for additions and alterations, $6.0 million; three gymnasiums, including one project for an addition to an existing gymnasium, $1.4 million; two recreation libraries and one Library Service Center, $1.0 million; and four miscelleaneous community facilities, $3.4 million.

Utilities and Ground Improvements, $172.0 million

This portion of the program provides for expansions and additions to utility systems and road nets at various U.S. and Overseas locations. A significant element of this year's, as in last year's program, is directed toward further implementing the national policies for controlling water and air pollution. The military department totals in the category of utilities and ground improvements are as follows:

	Million
Army	$86.6
Navy	50.7
Air Force	34.7

For pollution abatement at 170 installations, exclusive of $1.3 million for Defense Agencies, there is included a total of $128.6 million for 201 projects as a continuation of the program begun three years ago to eliminate pollution at our military installations.

Of this amount, $66.7 million is for the control of air pollution, and $61.9 million for the control of water pollution. All of these projects have been coordinated with the Environmental Protection Agency.

The pollution abatement projects in each of the service programs are reflected in the following discussions:

In compliance with federal, state and local air and water pollution control regulations and Executive Order 11507 (4 Feb. 1970), the Army's request includes $35.5 million for 47 air pollution abatement projects at 32 CONUS installations and $32.8 million for 36 water pollution abatement projects at 25 CONUS installations. The Army's utilities request also includes $8.6 million for electrical distribution or augmentation of power facilities; $1.7 million for an on-post network of roads at Edgewood Arsenal, Maryland, which are required to connect with the scheduled relocation of Maryland Highway No. 24; and $8.0 million for the complete rehabilitation of the Transisthmian Highway in the Panama Canal Zone, connecting with the Panamanian cities of Colon and Panama City.

Significant items included in the Navy request for utilities include $5.7 million for electrical power distribution improvements at seven installations; $1.2 million for heating plant and distribution system improvements at three installations; $5.7 million for water supply and distribution improvements at five installations; and $1.9 million for miscellaneous utilities and ground improvements at seven installations. In the area of pollution abatement, the Navy will correct deficiencies in water pollution at 27 installations for $20.3 million and will correct air pollution deficiencies at 20 installations for $16.0 million.

This portion of the Air Force FY 1972 Military Construction Program will provide expansion and additions to existing utility systems world-wide. Significant items included in this category are: $15.2 million for air pollution abatement at 37 installations; $8.8 million for water pollution abatement at 29 installations; $4.5 million for electric power distribution lines, emergency power and substations; $2.3 million for fire protection, water supply, distribution and storage projects; and $3.9 million for miscellaneous utilities, storm drainage systems and utilities supervisory control systems.

Real Estate, $20.7 million

This is one of the smallest categories in the program and by far the major part is represented by a proposed Navy acquisition at Norfolk, Virginia. The Services' requests are as follows:

	Million
Army	None
Navy	$19.9
Air Force	0.8

The Navy request for additional real estate is $18.4 million for the purchase of approximately 510 acres of land at the Sewells Point Complex at Norfolk, Virginia. Additionally, the Navy request includes land purchases at New London, Little Creek, Homestead, and Seal Beach, and Coronado for $1.5 million and 683.3 acres.

The Air Force is proposing authorization of two minor land projects at George Air Force Base, California, $0.6 million; and Luke Air Force Base, Arizona, $0.2 million.

DEFENSE AGENCIES (TITLE IV)

The request for activities of the Defense Agencies is $26.2 million of which $11.2 million is for new construction and rehabilitation of existing facilities at 13 installations. The remaining $15.0 million is to provide the Secretary of Defense with a contingency fund to meet unforeseen emergency construction needs world-wide. The $11.2 million is divided as follows:

For the Defense Atomic Support Agency.—$0.7 million to provide for a Base Engineer Shop and improved street lighting at Sandia Base, Albuquerque, New Mexico.

For the Defense Supply Agency.—$7.9 million to provide for administrative space improvements at Cameron Station, Alexandria, Virginia; power reliability for the communications system of the Defense Automatic Addressing System Office, Dayton, Ohio; heat warehouses 18 and 19, and warehouse lighting and power improvements at the Defense Construction Supply Center, Columbus, Ohio; lighting and improvements to buildings and storage area pavement at the Defense Depot, Mechanicsburg, Pennsylvania; warehouse lighting and power improvements at the Defense Depot, Memphis, Tennessee; improve warehouse heating, warehouse lighting and power improvements, increase transformer capacity, and warehouse drainage improvements at the Defense Depot, Ogden, Utah; dehumidification of warehouses at the Defense Depot Tracy Annex, Stockton, California; a photographic material storage facility, ADP and communications center improvements and a truck entrance and control facility at the Defense General Supply Center, Richmond, Virginia; upgrade air conditioning and heating systems at the Defense Industrial Supply Center, Philadelphia, Pennsylvania; power reliability for communications and ADP center at the Defense Personnel Support Center, Philadelphia, Pennsylvania; administrative space improvements at the DSA Subsistence Regional Headquarters, Alameda, California; and four air pollution abatement facilities at three DSA installations.

For the National Security Agency.—$2.6 million for a Sensitive Materials Center at NSA Headquarters, Fort George G. Meade, Maryland.

Contingency Fund.—As I previously mentioned, within the $26.2 million requested for the Defense Agencies, the sum of $15.0 million has been included to finance unforeseen construction requirements of an urgent and critical nature. This "contingency fund" has proven to be an invaluable and irreplaceable asset in these days of repositioning of forces throughout the Pacific area and of other military requirements related to the adjustments of our national posture which the Secretary of Defense considers vital to the security of the United States.

PROPOSED FAMILY HOUSING PROGRAM

The FY 1972 Family Housing Program contains a request for 9,684 new units.

Army	1,920
Navy	4,254
Air Force	3,510
Total	9,684

The estimated cost of these units is $244,147,000.

In addition, the family housing request covers the construction of 2,350 trailer spaces at a cost of $7,280,000.

The total authorization requested for the family housing program for FY 1972 is $919,220,000. This is comprised of the following:

	In thousands
Construction of new housing	$244,147
Construction of trailer courts	7,280
Improvements to adequate quarters	32,668
Minor construction	1,345
Planning	800
Total construction	286,240
Less amounts available from prior years	1,020
Authorization request, construction	285,220
Operating expenses	216,406
Leasing	34,377
Maintenance	229,419
Debt payment—principal	99,590
Debt payment—interest and other expense	66,069
Mortgage insurance premiums—Capehart & Wherry	2,535
Servicemen's mortgage insurance premiums	4,617
Total O. & M. and debt payment program	653,013
Less anticipated reimbursements and amounts available from prior years	19,013
Total O. & M. and debt payment request	634,000
Total family housing request	919,220

In the Homeowners Assistance Fund Defense, we are requesting authorization of $7,575,000. This amount, together with estimated revenue and amounts available from prior years totaling $24,075,000 will finance the total program of $31,650,000.

PREPARED QUESTIONS FROM SENATOR THURMOND

Senator SYMINGTON. Thank you, Mr. Secretary. Senator Thurmond will not be able to be here today. He has submitted 36 questions which he would like answered for the record. Will you answer those for the record?

Mr. SHILLITO. I will.

(Senator Thurmond's questions and the answers follow:)

Question. The Reserve components have a large facility construction backlog. Recently the Deputy Secretary of Defense approved a 10-year plan to help reduce this deficit. This is to be accomplished within the total authorized allow-

ance set by the Department of Defense each year from which each service prepares its requests. What have the military departments and your office done to implement this 10-year plan?

Answer. Under the 10-year plan formulated to liquidate the $1 billion Reserve Forces facilities backlog, the Secretary of Defense approved an annual level-of-effort of approximately $100 million to be accommodated within the total annual obligational authority approved for the Military Services. However, because of the FY 1971 budget constraints, it became necessary to defer any substantial implementation of the plan until FY 1972. Our proposed FY 1972 Reserve Forces Military Construction program represents a nearly two-fold increase over that of the previous year and is generally in consonance with the objectives of the long range program. For the future we are now hopeful that similar increments can be achieved in subsequent fiscal year programs so as to permit the timely liquidation of the existing backlog of required reserve facilities.

Question. The increased emphasis that has been placed on increasing the readiness capabilities of the reserve forces has flagged the requirement for close-in training areas. What has your office done in obtaining/retaining these areas and in construction of needed facilities?

Answer. As you know, each of the Military Departments handles its own Reserve Program. I would, therefore, like to address the question based on Service training area requirements and then address the construction aspect. The existing Air Force training areas will be capable of meeting the training requirements of the Air Reserve Forces. The Navy has increased the flying sites for Reserve activities from 18 to 21 and has expanded its geographic recruiting base. This is expected to result in combat readiness gains. Adequate close-in training facilities are also available for the non-flying Reservists. As regards the Army Reserve, I understand that there is a study currently underway in Army by which they hope to determine solutions to satisfy the training areas requirements for the majority of the Reserves which they feel are currently using inadequate sites. My own office has reviewed and endorsed numerous requests to retain close-in training areas for the Army Reserves that have resulted from our screening of excess property. I would like to add one additional point on this matter of training areas. Our procedures require an intensive screening of all proposed excess property within and between the Services and the U.S. Coast Guard. Whenever possible, known requirements are satisfied to include those of the Reserve Forces. We believe that our screening procedures are adequate and find that many of our problems in this area are problems of timing, i.e., requirements developing after the screening has been completed and even, after the property has been reported to the General Service Administration for disposal. Turning now to the construction aspects and over the period of the last three fiscal years (FY 1970–FY 1972), the Military Services have programmed a total of $12.9 million for construction of field training facilities. As the Services continue their scrutiny of the adequacy of existing training areas and those proposed for acquisition, undoubtedly other construction requirements will be identified and programmed in future budgets.

Question. What is the magnitude of new construction requirements that has been generated by the last base closure announcements of March 6, 1970? Please supply the information broken down by military service, active force, Reserve force, by year starting in FY 1972 through FY 1974.

Answer. For Army in FY 1972 it is approximately $2.6 million and for Navy the total is some $11.8 million of which $4.2 million is being requested in the FY 1972 budget, and the remaining $7.6 million is intended for accomplishment through reprogramming of FY 1971 and prior year Naval Reserve/Marine Corps Reserve construction appropriations.

Question. In regards to the base closure/relocation actions that have been going on since March of 1970, what have you done to see that the intent of the law and established DOD policies and guidance has been carried out prior to the military services implementing their proposed plans? Please answer by service for both the Active and Reserve forces, emphasizing the new requirements for construction at new or existing locations.

Answer. Aside from some minor facility and air defense site closures, there were only eight installations which have been announced for closure in the U.S. and Puerto Rico by the Military Services since March 1970 and one of these, Fort Wolters, Texas, as you know, has been rescinded. The remaining closures are as follow:

Army

Two Rock Ranch Station, California.
Fort Wadsworth, New York.
Lawndale Army Missile Plant, California.

Navy

Fleet Missile System Analysis and Evaluation Group, Corona, California.
Naval Station, San Juan, Puerto Rico.

Air Force

Clinton County Air Force Base, Ohio.
Perrin Air Force Base, Texas.

Both the Military Departments and ourselves have seen to it that all laws and DoD policies and guidance regarding these closures have been carried out. Section 613, Public Law 89-568 requires a full report of the facts and justification for these closures. The required Section 613 reports were provided to the Chairmen of the Senate and House Armed Services and Appropriations Committees by the Services.

Construction required at new or existing locations as a result of these closures and resulting relocations is as follows:

MILITARY CONSTRUCTION PROGRAM COSTS REQUIRED AS A RESULT OF SEC. 613, PUBLIC LAW 89-568, BASE CLOSURES (EXCLUSIVE OF FAMILY HOUSING)

[Amount in thousands of dollars]

Service/installation	Fiscal year— 1972	1973	1974	1975	1976	Total
Army: Fort Wadsworth, New York [1] (active)						
Navy: Naval station, San Juan for construction at Naval Air Station, Roosevelt Roads, P.R. (active)		$999	$1,918			$2,917
Air Force: None.						

[1] Only minor military construction projects have been identified for relocation of activities from Fort Wadsworth, N.Y.

Here as before, however, it should be pointed out that over $10.0 million in construction will be avoided as a result of these closures.

Question. What are your long-range plans regarding construction requirements for the Reserve components?

Answer. The Department of Defense has established a phased 10 year program to liquidate the substantial backlog of reserve facilities requirements currently estimated at approximately $1 billion. This phased program envisages the Military Services budgeting a total of approximately $100 million annually for reserve facilities for a 10-year period beginning in FY 1972. Achievement of this objective is contingent of course on such other military priorites of budgetary constraints as may be applicable during the course of the program.

Question. Mr. Secretary, how much money approved in FY '71 and prior has not yet been used? Provide this information for Vietnam and other major categories. Also, place in the record the intended disposition of these funds.

Answer. As of March 31, 1971, there was $2,122.6 million unobligated from funds appropriated in FY 1971 and prior years. Of this total, $83.2 million was from funds specifically provided for Vietnam construction. This is available by Department of Defense component and by appropriation as follows:

	In millions
Active Forces:	
Army	$798.3
Navy	443.5
Air Force	333.0
Defense agencies	68.2
Subtotal	1,643.0
Reserve and Guard:	
Army Reserve	18.2
Naval Reserve	17.9
Air Force Reserve	8.2
Army National Guard	18.1
Air National Guard	10.6
Subtotal	73.0
Family Housing:	
Construction	257.8
Operation and Maintenance	119.5
Debt Payment	21.1
Subtotal	398.4
Homeowners Assistance	8.2
Grand Total	2,122.6

These funds are required to complete the execution of the construction program approved in FY 1971 and prior years. A planned schedule of awards has been prepared by quarter providing for award of all unobligated fiscal year 1971 and prior projects for which the requirement remains valid. This project execution schedule requires full utilization of the available unobligated balances.

Question. Mr. Secretary, the Navy contends that Los Alamitos Naval Air Station which was established in 1942 and trained Navy reservists for World War II does not technically classify as a reserve facility. Considering it has been used by reserves since its conception and millions of reserve funds have been spent there on facilities, would you agree that Los Alamitos comes under the requirements of Chapter 133, Title 10 of the U.S. Code which regulates reserve facility uses? Please explain your answer.

Answer. No, sir, I would not necessarily agree with that conclusion. Most of the property which now comprises NAS Los Alamitos was acquired and constructed under the authorization of the National Defense Appropriations Act of 1942, Public Law 77-353 of 17 December 1941, and Public Law 77-378 of 26 December 1941. The station was formally commissioned on May 31, 1942. Inasmuch as the station was not primarily acquired, constructed or converted under the authorization of Chapter 133, which was enacted as the National Defense Facilities Act of 1950 (P.L. 81-783, 64 Stat. 829), on balance it would not appear to be subject to those provisions. In any event we have reviewed this matter and have concluded that the proposed closure action is not precluded by provisions of Chapter 133.

Question. Mr. Secretary, on what grounds did your office provide that the Army helicopter reserve unit scheduled for location at Olathe Naval Air Station, Kansas, would have rights for land at this station on a higher priority than parties seeking its use after excessing to the General Service Administration?

Answer. Subsequent to the submission of a report to the Congress on plans to excess the greater portion of Olathe NAS, but prior to a report of excess to the General Service Administration, the conversion on the 303rd Aviation Company at Fairfax Municipal Airport to a CH-47 assault helicopter company was approved by the Department of the Army. When it was determined that the present location was inadequate to accommodate the larger aircraft surveys were

conducted of all military installations in the greater Kansas City, Kansas and Kansas City, Missouri areas. It was determined by the Army that the only existing facility that could accommodate this unit was a maintenance hangar at the former Naval Air Station at Olathe. Since this facility is still in the Department of Defense inventory and its use would obviate the need for capital expenditures at another location, the transfer is being seriously considered.

Question. What is the position of your office on the requests of the numerous reserve units which wish to locate at Los Alamitos Naval Air Station now that the Navy is moving its unit to other sites?

Answer. Under the provisions of Chapter 133 of Title 10, U.S. Code and DoD Directives and policy guidance other Reserve components have priority for use of Reserve facilities prior to the time they are declared excess by the Service Secretary concerned and transferred to GSA for disposal. I can assure you that all future closures/relocations of Guard/Reserve units will be given the fullest consideration by the Department of Defense to insure that adequate facilities to support reserve training are provided.

Question. Mr. Secretary, do you favor new land being purchased, new hangars being bought and new airstrips being constructed to provide needed space for air reserve units when recently used facilities become available through force reductions such as in the Naval Air Reserve program?

Answer. I do not favor acquiring any new facilities or land that is not absolutely essential. Prior to the programming for the acquisition of new facilities or additional land, our directives require that careful scrutiny be given to the resources available to us and sound reasons given if existing facilities cannot be used. This policy applies not only to installations scheduled for closure or reduction but to active installations as well.

Question. What problems do you feel exist when one military department desires to pick up property abandoned by another military department prior to excessing property and facilities?

Answer. I believe, Senator, you are talking about one Military Department closing an installation which has been reported to the General Services Administration for disposal. As you know, under the Federal Property and Administratives Act of 1949, as amended, the General Services Administration is responsible for the disposal of excess real property. As indicated earlier, our procedures require that the real property be screened within the Department of Defense and the United States Coast Guard. If no valid requirements are forthcoming, the Military Department holding accountability for the property forwards a report to the House and Senate Armed Services Committees indicating the proposed area to be excessed by the Department of Defense. Sometime thereafter when all the technical data on the property, such as accurate metes and bounds, has been completed, and if no other requirements have arisen in the interim, the disposal report is forwarded to the General Services Administration. If a requirement arises for the property after it is in the hands of the General Services Administration, we try to work with that Agency to withdraw the required land. In some cases we are successful and in others we are not. In summary, assuming valid requirements have been established, I do not believe any insurmountable problems exist in transferring the excess real property of one Service to another while the disposal is still within the Department of Defense. As you can appreciate, however, once the matter is out of the hands of the Department of Defense, all we can try to do is convince the General Services Administration that the requirement in question is valid and obtain their permission to withdraw the disposal report.

Question. Mr. Secretary, there is before this Subcommittee a request for military housing to be placed at the Los Alamitos Naval Air Station as a part of the Imperial Beach Naval Support Complex. Would you comment on the opposition to this request which has been expressed by the City of Los Alamitos, California?

Answer. Senator Thurmond, I have not personally discussed the objections to the Navy plan with any of the officials of the City of Los Alamitos but as I understand the problem, the basic fear is that the demand for services as a result of the development of a 2,600 unit housing complex at the installation would place a burden on the City's resources. Should the plan be implemented as currently

envisioned by the Navy, it would take many years to complete. This could provide sufficient time to adequately plan for expansion of necessary services. However, it should be pointed out that we have no approved plan to construct a complex of this size at this time.

Question. Do you favor approval of these 300 units in the face of this local opposition?

Answer. Senator, I do favor approval of these 300 units for the Long Beach area. There is a firm Navy requirement for these units. I might add that Congressional approval of these 300 units would not be considered by the Department of Defense as a tacit approval of the Committee to proceed with further construction at Los Alamitos.

Question. Is the Navy justifying its construction request for 300 housing units in FY '72 at Los Alamitos as a part of the overall program which calls for a total of 2,600 housing units there?

Answer. The Navy's proposed plan would provide space for 2,600 units. We, however, have approved only 300 units in FY 1972. We will assess the need for additional construction in preparing future annual program requests for authorization and funding. A site for the future additional construction, if approved, has not yet been established.

Question. What is the justification for 2,600 housing units at Los Alamitos?

Answer. Based on long-range strength projections, there is a statistical deficit on this order of magnitude to meet the needs not only of Navy families, but also of families of the other services. The number of units which will actually be proposed to Congress cannot be determined until surveys are conducted prior to each annual increment, and community support is periodically reassessed.

Question. Where are these people who would occupy these units now located?

Answer: Many families are involuntarily separated due to the shortage of housing. The remainder of the people who would occupy these units are now in the Los Angeles-Long Beach-San Pedro metropolitan area; however, they are occupying susbtandard housing, paying in excess of what they can afford, or must travel more than one hour to reach their duty station.

Question. How many housing units could be placed at other nearby military facilities including that land available from all military services? Is there space at Imperial Beach, Long Beach, Fort McArthur, et cetera?

Answer. We are currently evaluating both our total requirements for housing and suitable sites in the general area. At this time we have no firm plan but are actively studying this situation. There is indeed a possibility that sites other than Los Alamitos can be used to partially satisfy our requirement.

Question. What is the total cost of the 2,600 housing unit program?

Answer. If we were to approve a phased program of 2,600 units and if these were built over a four year period allowing an approximate 7% escalation per year, the cost would be about $70 million. However, I would like to stress that only the FY 1972 project is firmly planned.

Question. What is your projected cost per unit?

Answer. The projected average cost per unit would be:
FY 1972, 300 units at $23,500; FY 1973, $25,100 per unit; FY 1974, $26,900 per unit; FY 1975, $28,800 per unit.

Question. Mr. Secretary, what will your office have to say if the Navy gives $4.5 million worth of land on the Air Station property to Los Alamitos for school purposes?

Answer. There are no approved plans at this time to turn any land on the air station over to Los Alamitos for school purposes. In the event that construction of a school or schools is required, land could be made available to the local school district under a nominal cost lease consistent with Department of Defense policy. This arrangement is advantageous to us in that transportation costs are saved, the children have less travel time and the school becomes a part of the military community.

Question. Would you favor giving the City of Los Alamitos additional land for tax base purposes as is presently being considered by the Navy?

Answer. The disposal of real property determined to be excess to the needs of the Department of Defense is a responsibility of the General Services Administration under the provisions of the Federal Property and Administrative Services Act of 1949; as amended 40 U.S.C. 471. Under the GSA procedures, the property would be first screened with all of the Federal Agencies and if no requirement is found to exist, the property becomes surplus to the Government and available for disposal to non-Federal Government entities. The State, County and Municipal governments are given priority in the disposal of surplus real property. The views of the disposing agency as to the desired disposition of the property are considered by GSA but have no binding effect upon the disposal for which GSA is responsible.

Question. Do you think the Secretary of Defense should review the Navy's Los Alamitos plan which was approved in March 1970 in view of the developments in recent months such as need of this facility by other reserve units?

Answer. As you know, the Chief of Naval Operations, Admiral Zumwalt, has ordered a restudy of this entire matter. This study is currently under review in the Office of the Secretary of Defense. Of course, new information or new developments would require past decisions to be reviewed.

Question. In establishing construction priority, what is generally considered of the highest priority, space for reserve units or space for housing?

Answer. Senator, there are no general criteria governing priorities for assignment of space between reserve units and family housing. The two functions do not, as you know, compete for priority within any single DOD program or appropriation. Within any given region there are, of course, the desired objectives that housing be available in proportion to the active forces based there; and that facilities for reserve units be in proper relation to the population of the region. With these different bases for planning facilities, the relative needs may, and probably do, vary markedly between the regions of the country.

In the case of Los Alamitos, I can assure you that decisions leading to relocation of the Naval Air Reserve Training were made well before, and entirely independent of, our programming of additional housing in the Long Beach area and our plan to construct it at Los Alamitos.

Question. Mr. Secretary, in the military construction requests, I would like to know what the Navy has requested this year and what is planned for future years at the sites in California to which reserve units were moved from Los Alamitos?

Answer. Navy has included the following projects in its tentative FY72 Military Construction Naval Reserve Program:

NARTD Miramar: Aircraft parking apron	$1,537,000
NARTD Miramar: Aircraft maintenance hangar	2,378,000
NARTU Point Mugu: Warehouse	292,000

Navy proposes to utilize available lump-sum authorizations from FY71 and prior Reserve Appropriations Act for the following projects:

NARTU Point Mugu: Maintenance hangar/training building complex	$3,557,000
NARTU Point Mugu: Aircraft parking apron	345,000
MARTD El Toro: Aircraft parking apron	320,000
MARTD Santa Ana: Line storage building	28,000
NARTD North Island: Alter hangar #340	50,000

In addition, construction of training facilities, warehouse, etc. may be required in future years, but this will depend upon what facilities can be provided by the Active Forces at Point Mugu and Miramar as our force levels contract in the out years.

Question. Mr. Secretary, once reserve facilities are constructed on regular Navy sites who owns them—the Reserves or the Regular Navy?

Answer. Title to all land acquired by the military departments including the Reserve components of the service is in the name of the United States of America. Title to facilities constructed on government-owned land that become part of the real property is held in the same manner as the real estate. The using service

is designated as the real property accountable office and the property is carried on the inventory of the appropriate Military Department. With specific regard to Reserve facilities, Section 2233(b) of Title 10 (Chapter 133) states that "Title to property acquired by the United States under Subsection (a)(1) vests in the United States."

Question. If the Reserve program ends at these Regular Navy sites, would the Regular Navy pay the Reserves to use these facilities?

Answer. No, they would not. As pointed out in the answer to the previous question, title to all military lands and facilities vests in the United States. Payment of a rental fee for the use of Reserve facilities by the Navy forces would amount to a useless circulation of Department of the Navy appropriations. If property becomes excess to a using service, whether it is used by the Reserve Components or the Regular Service, is disposed of under a uniform set of procedures. The property is first screened within the particular Department and if no military requirement exists, it is then screened with the other Military Services and the Coast Guard. If the property is excess to the needs of he Department of Defense, it is reported to the General Services Administration for disposal.

Title 10 U.S.C., Section 2571a provides the authority for the transfer of real estate without compensation, from one armed force to another. A shift of use from a Reserve Component use to a use by another activity within the same department is not considered as a transfer but a reassignment of property accountability within the same Department.

Question. What happened to the Reserve construction money approved for the five Naval Air Reserve Stations closed by the Navy?

Answer. Prior to the closure announcements of October 1969 and March 1970, the following projects were being scheduled by Navy for funding from annual Reserve Forces Appropriations available from the FY70 and earlier MCNR appropriations acts:

NAS New York: Aircraft fuel sys mods	$62,000
NAS Olathe: Technical training building	700,000
NAS Olathe: Barracks	887,000
NAS Olathe: BOQ improvements	365,000
NAS Twin Cities: Aircraft fuel sys mods	65,000
NAS Seattle: Aircraft fuel sys mods	43,000

Following the closure announcements, the above projects were cancelled and the funds designated for various Reserve Forces projects required at West Coast Regular Navy air stations to which Naval Air Reserve units are being relocated.

Question. Mr. Secretary, in your statement you indicate of the 3 services the Navy construction authorization represents the largest increase over the FY 71 request. The Army request is up to $9 million, the Air Force about $20 million, and the Navy around $85 million. Please justify the Navy increase.

Answer. The Navy has had a sizable backlog of construction for some time and this year they have endeavored to achieve a better allocation of their resources. This year the Navy is requesting approximately $50 million more for bachelor housing and community facilities, $13 million more for real estate acquisitions, $17 million more for operational facilities, and $10 million more for pollution abatement facilities.

Question. DOD is requesting $129 million for pollution abatement in FY 72. What do you feel will be needed in the next five years in this area?

Answer. With the rapidly changing picture on environmental control, it should be recognized that any five-year projection of requirements is highly speculative. Based on current pollution control standards, we can identify a requirement at our installations for air and water pollution control projects totaling $165 million over the FY 1973–FY 1977 period.

In addition to the above, we will require major funding for pollution control of vessels, aircraft and jet engine test cells. Specific criteria for these areas have not as yet been definitively established, but based on our best current estimates funds in the following amounts will be required to correct pollution from these sources over the next five-year period:

	Millions
Vessels	$350
Aircraft	400
Jet engine test cells	250

In addition to the above, pollution abatement will be achieved from the modernization of our Government-owned ammunition production facilities. The Army initiated a long range program in FY 1970 to modernize its ammunition production facilities which were constructed during World War II. These plants have served us well in three wars, but many are grossly inefficient by today's technology, relatively unsafe and in most cases fail to meet pollution standards. In modernizing these plants, an effort which is planned over a 12-year period depending upon availability of funds, it is intended to incorporate features which will abate air and water pollution so as to comply with local and state standards. This modernization program is being accomplished through the use of procurement funds.The specific costs applicable to pollution abatement, however, cannot be separately identified. Modernization projects for FY 1970 through FY 1972 involved $456 million. The total program for the next five years is estimated to cost approximately $970 million.

The above figures do not include any required R & D funding or the costs associated with the routine maintenance and operation of sewage treatment plants and the abatement equipment for power and heating plants. Also, the increased costs of fuels which we are purchasing to abate pollution are not included.

It is anticipated that over the next five years stricter standards may be imposed in various areas of the country which will of course generate requirements for additional projects at our installations.

Question. Does the FY 1972 request include funds to correct the sewer problem at Andrews Air Force Base?

Answer. Funds required to correct the major pollution problem at Andrews AFB were previously included in the FY 1971 military construction program rather than in this year's program. In that program $2.5 million was approved by the Congress to add advanced waste treatment to our plants in order to comply with the water quality standards set in 1969. Subsequently, the Air Force entered into negotiations with the Washington Suburban Sanitary Commission and they are committed to tie into that system. According to present estimates the Sanitary Commission will have the required sewage plant capacity available by 1973. Industrial waste at Andrews AFB is due primarily to aircraft washracks and the Air Force has provided oil skimmers at various locations throughout the base. In FY 1973 a project is proposed to tie all the remaining industrial waste sources together and connect them to the main base system. Upon completion of this program, Andrews AFB will be in full compliance with existing standards.

Question. Are any construction funds going to support Vietnamization as opposed to support of U.S. operations in Vietnam?

Answer. On August 12, 1969 the Secretary of Defense limited new construction projects in Vietnam to the following categories:

(*a*) Vietnamizing the war to include RVNAF modernization/improvement and MACV advisor facilities.

(*b*) Lines of Communication program.

(*c*) Emergency Facilities required for the safety, health, and security as in-country redeployment of U.S. forces.

(*d*) Necessary repair of battle damage.

(*e*) Facilities required to support redeployment of U.S. units.

As of the end of December 1970, $315 million in MILCON funds had been provided for construction to support the improvement and modernization of the Vietnamese Armed Forces. According to the latest figures now available $331 million in MILCON funds is now programmed for support of Vietnamization. Since mid-calendar 1969 over 90% of new construction starts has been in direct support of Vietnamization; however Vietnamization projects are not approved at the expense of valid U.S. force requirements.

Question. Secretary Shillito, what is the policy of DOD reference fixed property and land disposal in Vietnam as we disengage?

Answer. If an installation, base or property is no longer required by the U.S. Forces, much economically removable equipment is removed and the property is turned over to the Government of the Republic of South Vietnam for use by their armed forces or other disposition, unless another U.S. Government agency, such as Agency for International Development, requires it for one of their civil programs in South Vietnam. In some instances, disposition by sale or salvage may

be indicated if no agency of the Government of South Vietnam is able to assume responsibility for the excess facilities. Where an ARVAN military need for a base exists, the operational equipment is generally left in place.

Question. Are some installations being abandoned as opposed to being turned over to South Vietnam?

Answer. Every effort to make beneficial use of excess U.S. facilities in South Vietnam is being made. Even Fire Support Bases, most of which are small temporary tactical sites located in relatively insecure areas which are constructed in accordance with field standards from locally available materials, are turned over to the Republic of South Vietnam Armed Forces (RSVAF). In some rare instances, it could be possible that excess real property is abandoned; however, salvage is generally effected for reasons of economy and to preclude potential use by the enemy. The RSVAF have shown a great sense of responsibility for transferred bases, including both accountability and care of them. Department of Defense representatives have made numerous follow-on visits to transferred bases and have found a very positive awareness of property responsibility on the part of the local RSVAF commanders.

Question. Have any private interests offered to buy any of the U.S. facilities there?

Answer. As you know, the United States does not own any military bases in South Vietnam or other foreign countries. Facilities constructed on foreign bases used by the U.S. Forces are generally part of the real property and revert to the host country along with the land involved after the U.S. Forces no longer need it. In South Vietnam, we operate under the Land Use Concurrences and the Government of South Vietnam receives all such land and facilities no longer required by the U.S. Forces (unless, as previously indicated, a U.S. agency such as Agency for International Development would require it for one of their civil programs, or in those rare instances where disposition of removable equipment would be made by sale or salvage.) As for the disposition of this property by the Government of South Vietnam, it would be used in most cases to meet their military requirements, although some property is also used to meet civilian needs. I am not aware of whether or not any private interests have offered to buy any U.S. facilities turned over to the South Vietnamese.

Question. Who is supervising the installation and logistics disposal program in Vietnam? Generally how does it operate?

Answer. U.S. property accountability in South Vietnam is the responsibility of the Component Service Commanders. However, as you know, the Commander, U.S. Military Assistance Command, Vietnam, General Abrams, has overall responsibility in that country. He had a special well qualified staff which monitors this program. It basically operates the same in South Vietnam as elsewhere in foreign countries were we use military bases. Installations and properties not required by one Service are screened with the other Services and other U.S. Government agencies. Most economically removable equipment is removed from that property no longer required by the U.S. Government and screened, reused or disposed in accordance with U.S. procedures. The property is then turned over to the Government of South Vietnam. For installations, bases and properties which are built to higher standards in more populated and secure areas than the type of Fire Support Bases discused previously, deliberate transfer procedures include the formal exchange of property accountability from the U.S. accountable offices to a representative of the Republic of Vietnam.

Question. Why did the Department of Defense disapprove the Air Force request for construction of a badly needed base supply administrative office at Shaw Air Force Base?

Answer. The Air Force program for Shaw Air Force Base now before the Senate includes a 31,040 square foot base supply management facility at a total estimated cost of $874,000.

BACHELOR HOUSING PROGRAM

Senator SYMINGTON. Mr. Secretary, this year you are asking $315.4 million for housing and community facilities which will provide among other things, a substantial amount of bachelor housing. As you

indicated, this is highly important in retaining personnel in the services and attracting new personnel. In this regard, I note that the Army is asking for $35.5 million for use within the United States and $12.5 million overseas for the improvement of barracks at unspecified locations, in furtherence of the voluntary force concept. I would like some assurance from you that this program will be closely monitored to make certain that in the push to obtain a voluntary force, funds are not being squandered by improving facilities that should probably be replaced.

Would you comment on that?

Mr. SHILLITO. Senator, we have had a number of discussions on this particular subject. The Army is giving a significant amount of attention also to this particular subject. We can assure you that this will be watched closely. We all very much have the same objective in mind as far as the upgrading of these facilities in the interest of bringing about the type of environment that we are desirous of having in the military services and we can only assure you they will be watched closely.

Mr. Fliakas, you may comment.

Mr. FLIAKAS. The question has to do with regard to the bachelor housing program; is that correct?

Mr. SHERIDAN. The main thing we have to watch, Mr. Chairman, is the possibility of spending money on the World War II barracks that were built in the early 1940's and which have been upgraded under the so-called bruckerized program (Army barracks). There has been a tendency to develop a program within the Army to spend more money on those types of barracks. In answer to your question to the Secretary, we can assure you that we will for the most part spend money on the permanent barracks and permanent stations.

Mr. SHILLITO. Again this has received a lot of attention and I am sure that we and the Army are in complete agreement to insure that we use these dollars properly and these dollars are not used except where necessary to update obsolete facilities, and I think that is really the heart of your question, Mr. Chairman.

Senator SYMINGTON. We are particularly interested in your remarks concerning the Defense construction agencies and your efforts to reduce the costs involved in the execution of the military construction program.

Now in regard to the report on construction management commissioned by your office and known as the BRAB report, which I understand is the report of the Building Research Advisory Board of the National Academy of Science, we have had a review made of it and find that it contains many detailed and stimulating recommendations for improvements and changes in the entire range of military construction. That is our feeling. What is your reaction to it?

Mr. SHILLITO. Our initial reaction, Mr. Chairman, is indeed positive. We would comment, though, that the report contains, as you are undoubtedly aware, about 20 fairly major recommendations for changes to our policies and our procedures that relate to the military facilities acquisition process primarily. This report is still being staffed within the services and by the OSD staff. Mr. Sheridan, how long would you estimate it will be before we have it fully staffed?

Mr. SHERIDAN. About 30 days.

Mr. SHILLITO. About another 30 days. Our reaction is generally positive and we can assure you that at the end of not much more than 30 days we will be able to lay out a plan as to the direction we will go based on these recommendations.

Senator SYMINGTON. You have indicated that the committee will be advised of any changes you make in your procedures as a result of the BRAB report recommendations.

Mr. SHILLITO. Yes, sir.

Senator SYMINGTON. We would be interested as well in your reasons for objecting to any of the recommendations. Will you see that we get a full report on that?

Mr. SHILLITO. Yes, sir.

Senator SYMINGTON. What did this study cost the Department?

Mr. SHILLITO. $186,000, I am advised, Mr. Chairman.

Senator SYMINGTON. Thank you.

This report stems in part, I believe, from section 704 which the committee included in the fiscal year 1970 military construction bill (P.L. 91-142). One of the points the committee had in mind when inserting this provision, was to permit the assignment of work to any Government agency that could perform on the most cost effective basis, which of course includes the Air Force. The BRAB report goes beyond this and recommends the Air Force be made a separate design and construction agency. What is your opinion of this proposal?

Mr. SHILLITO. Well, this has come up on a number of occasions, Mr. Chairman, and we have been of the opinion that we can operate most efficiently, most effectively by maintaining the two construction agents and on selected special highly technical type things that the Air Force is best able to handle, that the Air Force have the responsibility for these comparatively few items, as related to the other two agencies. We will look into the particular recommendations of the BRAB report in detail and indeed give this recommendation thorough consideration.

Senator SYMINGTON. You stated before the Sikes Subcommittee in the House that your policy is to fully utilize the Corps of Engineers and the Naval Facilities Engineering Command in order to provide these agents with maximum visibility of future workloads for their use in planning the efficient utilization of their efforts and personnel, and you will allocate to the Air Force a limited number of projects as you see fit. I am not sure I know what this means, but it would appear to mean that you intend to perpetuate the existing hierachy regardless of cost. We have previously pointed out that we believe a potent source for reducing excessive supervision and overhead costs would be the stripping down of in-house organizations and giving more work to architect and engineering firms and holding them contractually responsible for proper performance. I believe the BRAB report makes some similar recommendations, does it not?

Mr. SHILLITO. It does, Mr. Chairman. As I mentioned in my statement, in the one instance we are, as far as the Corps of Engineers is concerned, accomplishing roughly 20 percent of this type work in-house. In the other instance, as far as the Naval Facilities Engineering Command, this is about 10 percent in-house. It is our opinion that we need to maintain a level of competency along this line in-house. In fact we need to maintain this level of competency, indeed, to maintain the kind of surveillance responsibilities that we have over the outside A. & E. firms.

With regard to the other portion of your question, it is our policy to fully utilize the present two agencies. The Air Force piece of this, those projects that would logically go to the Air Force, ties back to my earlier comments. Generally the type projects that would go to the Air Force are those that relate to the technical competence that is most outstanding with regard to the Air Force. Other than this, it will be or has been our practice in the past to fully utilize the two present agencies. Again we will thoroughly look at the particular recommendations in the BRAB report, but my present feeling on the matter is that it would be more costly to develop a third agency than to attempt to maintain the full utilization of the two, sir.

Senator SYMINGTON. I want to make it clear that this committee has no intention of establishing a third construction agency. On the other hand, the Air Force now has a competent Civil Engineering Corps and if within their present resources they can handle a greater percentage of their work on a more cost effective basis than is now being done by the other construction agencies, they should be given the opportunity. What is wrong with trying to save a few dollars in that manner?

Mr. SHILLITO. Mr. Chairman, there is nothing wrong with ever attempting to save a few dollars and we will indeed give these individual cases thorough consideration. We have had a number that have been given such consideration. I am sure in one or two instances the decisions that we made as regard some of these instances were not completely agreed with. There was not a complete consensus as regard ourselves and particularly the Air Force on the particular decisions, but they will receive a complete and thorough review in each and every instance.

Senator SYMINGTON. Thank you. Do you consider that the Air Force has been given a fair share of their own work, in line with the intent of section 704, in order to prove or disapprove their contention that they can handle their work more cost effectively?

Mr. SHILLITO. I do, sir.

Senator SYMINGTON. As I understand it, in fiscal year 1971, the Air Force asked for $62 million of their work and were granted about $29 million for design and only $8.5 million for design and construction. In the bill before us, they have asked for $66 million in conventional construction and $48 million in industrialized construction, the latter being based upon a concept they believe will save about 10 percent over conventional methods, but they have been allocated only $1.3 million in conventional construction. What is the reason behind this wholesale turn down of this year's request and the reduction below the amount granted last year?

Mr. SHILLITO. Mr. Sheridan, would you care to comment on this?

Mr. SHERIDAN. I think the only way we can answer that is to go into each specific case in detail and we can furnish that for the record.

Senator SYMINGTON. I am not satisfied with that answer at this point but we would like to look at the record.

Mr. SHERIDAN. Yes, sir.

(The information follows:)

The Air Force requested design and construction responsibilities for two packages of FY 1972 MCP projects; one for $66 million and the second for $48 million for an industrialized concept. The Air Force requests would make it appear that OSD approval should be based directly upon the Air Force estimates of design

and construction management costs which were provided with each of the two packages (7.8% total cost for $66 million package and 4% for the $48 million package), and the subsequent savings which would be produced as a result of holding these costs below the charges normally made by the two DOD construction agents (which currently average approximately 12%). However, the DOD evaluation required consideration of two interrelated vital factors: (1) the decision to assign the requested projects to the Air Force must consider the resulting cost impacts upon other FY 72 MCP projects at the installations concerned for which the Air Force did not request design and construction responsibilities, plus the cost impact upon ongoing FY 71 and prior years projects at the installations affected; (2) the charges normally made by the two DOD construction agents, with the exception of project design costs which are unique for each individual project, are *reflective* of the total costs of all work accomplished by the agents on a world-wide basis (a flat rate charge is used to compensate the agents for the total world-wide cost for all projects). Thus a decision which would result in increasing these agents' costs to manage the remaining projects and/or existing and future projects would be counter-productive and would result ultimately in higher total costs to Air Force and to all DOD department and agencies. The OSD staff must look at the effects on the *total* Milcon program, which is a requirement of Section 604 of Public Law 91-511. The continual requests by the Air Force for the assignment of design and construction of projects chosen by them must be addressed, not in isolation, but in terms of the efficiencies of total program execution.

1. General considerations affecting the OSD staff evaluation of the two Air Force requests are as follows:

(*a*) The Air Force $48 million industrialized building concept package was based upon aggregating all projects of a type into this package in order to obtain the advantages of volume production of industrialized building components. As a result it was not practicable to separately assign to Air Force projects from this package at installations in which otherwise such an assignment may have been advantageous.

(*b*) The Air Force cost accounting procedures differ significantly from those of the two construction agents, particularly in that Air Force utilizes O&M funds to support MCP projects assigned for their design and construction management, with subsequent reimbursement of these O&M funds from Military Construction appropriations, (although certain direct costs such as for A&E contracts may be financed directly from MILCON appropriations). The DOD accounting procedures for MILCON projects are encompassed in DOD Instruction 7040.5, which requires that all costs incident to the execution of design and construction responsibilities for the Corps of Engineers and the Naval Facilities Engineering Command field offices (Districts), and for the Naval Facilities Engineering Command Headquarters, be treated as investment costs, which means they are paid directly from project funds. This instruction is intended to insure that there will be a direct and full disclosure of costs associated with the management of the execution of MILCON programs by the DOD construction agents. However, the Air Force is not routinely assigned as a DOD construction agent for MILCON projects, and as a result, as previously described, DOD Instruction 7040.5 permits the Air Force to only charge to project funds, as investment costs, those costs which can be directly attributed to the execution of an assigned project. Such a procedure is required as the expense involved in establishing within the Air Force a separate investment accounting and total cost accrual system is not warranted at this time. The Air Force is thus required to treat costs associated with, but not directly attributable to the execution of MILCON projects as "expenses" which are paid from O&M or other appropriate non-MILCON appropriations. Neither the Corps of Engineers nor the Naval Facilities Engineering Command can, as previously described, incur "expenses" for costs associated with MILCON execution, for all costs must be financed from project funds (MILCON appropriations). As a result, while the OSD staff does not doubt the Air Force good faith on their commitment to the 7.8% and 4% estimate of costs for the respective projects, it does doubt that the total of all costs connected with the accomplishment of the projects are represented in these costs in the same manner as would be done by the two construction agents.

Further, the Air Force estimate of savings is based upon the use of construction agents costs for conventional design and construction procedures (12%), and does not consider apparent savings which would be produced if the construction agent utilized the same procurement technique. In the case of the $48 million

package, the Corps of Engineers' actual direct costs, utilizing two-step procurement, would be approximately 8%–9%. In summary, a direct comparison of the Air Force estimate of costs and to those of the Corps of Engineers and Naval Facilities Engineering Command costs are not considered valid.

(c) Assignment of significant project workload to the Air Force would result in the de facto establishment of a construction organization at the bases and Air Force Commands concerned. Such a de facto construction organization would duplicate those of the existing construction agents which are presently established and staffed to serve these bases and would create an Air Force requirement for all of the associated overhead costs required to handle construction agent responsibilities, such as contract specialists, legal counsels, etc. The OSD staff believes that maximum advantage is obtained when the assignment of projects to the Air Force can be accomplished within the local capabilities of the base and without a requirement to establish a separate, full-time, construction organization therefor.

(d) Air Force indicated in the request for the $66 million package that some projects were requested based upon the peculiar expertise available to Air Force. The logic of this statement is questioned, as it would indicate that the user can better design and construct facilities than can a professional construction organization. In fact, the translation of user requirements to a construction design and finally to completed construction occurs in the case of all DOD projects, including those done by the Corps of Engineers for the Army. The technical capabilities available in the field offices of the two construction agents are considered to be unquestionably superior to that normally available at the base level in the Air Force.

2. Specific evaluation results were as follows:

(a) The Air Force requests were not mutually supportive, i.e., in general no attempt was made by Air Force to request all of the FY 72 MCP projects at the installations involved. Only at 14 of 42 installations concerned did Air Force request all FY 72 projects. At one of these, the OSD evaluation supported assignment of the projects to the Air Force. At the remainder, the inefficiencies and higher resulting costs which would result, based upon consideration of ongoing workload and the existing construction agent field organization composition and disposition, ruled against assignment to the Air Force. For example:

At the Air Force Academy the Air Force requested four projects with a total value of $1.245 million. The Air Force Academy construction is supported by the Corps of Engineers' Rocky Mountain Area Office located in Colorado Springs, 16 miles from the Air Force Academy. The Rocky Mountain Area Office is a well staffed office from which construction supervision is readily provided to the large concentration of military facilities in the immediate area, such as the NORAD complex, Fort Carson, Peterson and Buckley Fields and ENT Air Force Base, in addition to the Air Force Academy. The Consolidation of construction supervision into this single office provides significant economies in the utilization of trained government inspectors and engineers.

(b) At many installations the Air Force had pointedly requested the most cost advantageous projects, i.e., high value projects in which the construction agents actual costs would be less than the flat rate charge, while leaving for the construction agents high cost, low dollar magnitude projects. This was particularly true at 13 of the 42 installations in which the Air Force had not requested a project or projects with an aggregate total value varying between $62,000 and $904,000, with the aggregate value of most of the installations' projects being less than $0.5 million. For example:

At Dover Air Force Base, with a total FY 72 MCP of four projects for $5.223 million, Air Force requested assignment of the two major value projects, one in each request, with a total value of $4.626 million. The Air Force did not request the assignment of two remaining projects with a total value of $.597 million. Efficiency and cost effectiveness are significantly reduced when these small projects must be separately administered and the advantages of combining the inspection and supervision requirements for these projects with the larger, high value projects is denied.

(c) At the remainder of the 15 installations, OSD approval of the Air Force request would have divided the installations workload essentially in half between Air Force and the normal construction agent. The results of such a division of workload would be inefficiencies in the utilization of inspectors, duplication of overhead and supervisory employees, and higher total costs for the Department of Defense. For example:

The Air Force requested three FY 72 MCP projects at Hill Air Force Base with a total value of $13.821 million, but did not request four additional FY 72 projects with a total value of $5.876 million. The four projects not requested by Air Force included a Composite Medical Facility for $5.294 million and three very small projects of a total value of only $.582 million. The construction supervision costs for a medical facility are, of necessity, unusually greater than experienced for conventional MILCON facilities. The result of the Air Force request at this installation is to force high cost projects upon the Corps of Engineers, while requesting high value, low cost projects for the Air Force to supervise and administer. Net economics and improved efficiencies are not served by such a request, in fact, conversely the separation of construction administration functions will increase the resultant total costs to the government.

3. In summary, the OSD staff recommended assignment to the Air Force of two projects at McConnell AFB and a project for Auto-din Facilities, which required small magnitude construction at multiple Air Force bases, with an aggregate combined value of $1.3 million, on the basis that such assignment would assure the most expeditious, efficient and cost effective accomplishment of the DOD construction program.

Senator SYMINGTON. Do you consider this to be a fair implementation of section 704 of Public Law 91-142?

Mr. SHILLITO. Yes, sir. By the way, Mr. Chairman, I should make one comment here, too, that the industrialized approach that has been suggested by the Air Force, I think, while not a completely new approach has many meritorious aspects connected with it. It is a very sound approach, Mr. Chairman.

Senator SYMINGTON. Thank you. Let the record show that at no time have I ever discussed this matter with anyone in the Air Force. These questions have been prepared by the Armed Services Committee staff.

Did not the Air Force make a written commitment to perform the industrialized type of construction for about 4 percent for design and construction management and an average of 7.8 percent for the conventional construction? I understand these percentages may be compared to 12 to 13 percent that will probably be charged by the other two construction agencies based on past performance.

Mr. SHILLITO. I think, Mr. Chairman, here, too, I had better furnish you this in complete detail, if I may, for the record.

(The information follows:)

The Air Force request for the $48 million industrialized concept indicated an Air Force estimate of 4% for costs of design and construction management. The Air Force request for the $66 million package indicated an Air Force estimate of an average of 7.8% for design and construction management costs for the requested projects.

A direct comparison of these estimates of cost to the normal conventional design and construction management costs actually experienced by the two DoD construction agents is erroneous for the following reasons:

(*a*) The Air Force cost accounting procedures differ significantly from those of the two construction agents with the result that a direct comparison is not indicative of the actual difference in the total cost to the government.

(*b*) The construction agents would accomplish the facility acquisition normally in the manner identified by the Air Force, with the result that the agents' apparent government costs for design are significantly reduced when turnkey or two-step procurement procedures are utilized. In such cases the construction agents' costs would be approximately 8% (including the 5.6% or the 6.0% flat rate construction supervision inspection and overhead charge).

Finally the comparison of costs must consider whether the construction agent's actual costs incurred for construction supervision, inspection and overhead will, for the project or projects in question, be less than or greater than the agent's flat rate charge. In the case of the projects under question, the agents expect to incur costs less than the flat rate charge. The difference between costs incurred and the flat rate charge is utilized by the construction agents to offset higher costs in areas such as Alaska, Hawaii or other world-wide installations and/or

alternately result in a reduction of the agent's flat rate charge, as has occurred with both DoD construction agents since 1964.

Senator SYMINGTON. What is your offhand thought about it?

Mr. SHILLITO. My offhand thought is that the Air Force figures as presented by the Air Force did reflect numbers that were comparable to that which you have suggested. Our analysis of these numbers, looking at the total situation, caused us to be of the opinion that the disparity was not as consequential as that which you have suggested.

Senator SYMINGTON. The Navy doesn't do any of this Air Force work?

Mr. SHILLITO. It is primarily Army.

Senator SYMINGTON. In other words, the Army is still doing the work for the Air Force that they did 20 years ago before there was a separate Air Force; is that roughly correct?

Mr. SHILLITO. Roughly; yes, sir.

Senator SYMINGTON. Did the Corps of Engineers or the Navy agree to do the work for the same low costs?

Mr. SHILLITO. As I recall, again our analysis of the Air Force percentage and the percentage of cost as related to the other two agencies was such that there was not total economy to be realized by going in the direction that was recommended by the Air Force.

Mr. Sheridan, would you care to comment?

Mr. SHERIDAN. That is correct.

Mr. SHILLITO. I should mention interestingly, too, Mr. Chairman, that a number of things have happened in the past year plus, for example, within the Corps of Engineers. The corps has decreased from 23 to 12 districts, the Naval Facilities Command has decreased from 13 to six divisions. We have decreased the total manpower in the Corps of Engineers by about 900 people. In the Naval Facilities Command we are talking about a decrease of over 180 people. In this connection, I talk about the supervision costs in the Corps of Engineers in my statement going from 5.8 percent to 5.6 percent. As I recall, this adds up in itself to about a million and a half dollars. So the two engineering organizations that we are talking about, while many improvements can be realized, in virtually all of our operations throughout the Department of Defense, are attempting to move in the direction of logical efficiency. I just mention this for your consideration.

Senator SYMINGTON. Thank you. The Air Force made a written commitment. Did you attempt to get a written commitment from the Corps of Engineers and the Navy?

Mr. SHERIDAN. No.

Mr. SHILLITO. No; we did not.

Senator SYMINGTON. Why not?

Mr. SHILLITO. Mr. Sheridan, do you recall?

Mr. SHERIDAN. Well, it is not a bidding procedure. That was the estimate of the Air Force and we analyzed it based on the information we had from what it would cost the Naval Facilities Engineering Command and the Corps of Engineers to do the work and the conclusion was that there wasn't that much saving.

Senator SYMINGTON. In the interest of saving some money, wouldn't it have been prudent to give the Air Force a sufficient work assignment to either prove or disprove their capability to carry out the commitment they gave you in writing?

Mr. SHILLITO. Within the capability of the Air Force, this is indeed a point that would be worthy of consideration. I guess the thing that bothers me as much as any single thing, Mr. Chairman, with regard this line of questioning is that it is back to the point that I made earlier. Again, we will indeed go through the BRAB report and cover all recommendations in great detail, but I sincerely question the economic logic of moving in the direction of a third engineering organization and it is just as fundamental as that, sir.

Senator MAGNUSON. Do you think it would be better to turn Navy construction over to the Army?

Mr. SHILLITO. I think it is very desirable that we have at least two to allow the competition between the two.

Senator SYMINGTON. Very desirable to have at least two, but very undesirable to have three?

Mr. SHILLITO. I question the logic of moving in the direction of three.

Senator SYMINGTON. I have one more question and then I will turn it over to my colleagues.

Your first report to the Congress, required under section 704, reflecting the costs associated with design and supervision of military construction projects completed during fiscal year 1970 has been carefully reviewed and a summary of it will be made a part of the committee report.

The Corps of Engineers handled the largest volume of work, amounting to 56.5 percent of the total, exclusive of family housing, yet their execution costs were the highest averaging 15.6 percent. The Navy handled 42.9 percent at an average cost of 12.3 percent and the Air Force handled six-tenths of 1 percent at a cost of 12.6 percent. Generally speaking, I understand that the smaller the project, the higher the execution costs. So perhaps they could have done as well as the Navy. Shouldn't this apply to volume as well?

In family housing construction, the Navy handled 69 percent of the total volume, yet their execution costs were the highest at 7.5 percent. The balance of the work was about evenly divided between the Corps of Engineers and the Air Force, yet the Army costs averaged 7.3 percent as compared to 5.3 percent for the Air Force.

I would like your comments on these variations in execution costs and an explanation of these differences, why they are not recognized and in more practical fashion.

Mr. SHILLITO. Would you care to comment on this, Mr. Sheridan.

Mr. SHERIDAN. Those costs were on work that was done in fiscal year 1970. And the latest figures, do we have them?

General MCCONNELL. We have figures supplied by the Army Corps of Engineers which measure the work placed in the ground this fiscal year and we have an indication of a much greater improvement which, of course, is a reflection of the reorganization that Secretary Shillito referred to, I believe. The present 704 report contains projects that go as far back as 1965. They do not reflect this latest organization by the two construction agencies and they also reflect the two freezes that were placed upon the Department of Defense which, of course, makes the cost higher and indicates a deficiency.

Senator SYMINGTON. One more question at this point.

If we consolidate family housing with the regular construction, we find that the average execution cost for the Army was 15.5 percent, the Navy 11.7 percent, and the Air Force 6.3 percent.

Do you think that proves anything, Mr. Secretary?

Mr. SHILLITO. I think it is a point that indeed warrants a thorough analysis on our part, Mr. Chairman, rather than suggesting that it necessarily proves anything. I think that we should look at this quite thoroughly.

Senator SYMINGTON. Thank you.

Senator Young.

Senator YOUNG. On page 4 of your statement you state that there is $5.2 million for community impact assistance in North Dakota and Montana. This, I assume, is the amount of money being made available under the Mansfield-Young amendment?

Mr. SHILLITO. Yes, it is.

Senator YOUNG. The current year I believe was authorized $14 million?

Mr. SHILLITO. That is correct, as I recall, Senator Young.

Senator YOUNG. How much has been spent or obligated in each of the two States? I say to the committee this is a huge project in North Dakota; I think they are employing from 4,000 to 5,000 men in a sparsely populated area. The biggest town near this site in North Dakota is about 2,500. It is impossible for these towns to take care of this many employees without some help. That was the reason for the amendment.

Mr. SHILLITO. The amount that you referred to, Senator Young, is $918,341 so far.

Senator YOUNG. Is that all in North Dakota? The reason I am asking about it is that the Montana project it is a year behind North Dakota and their costs will be going up, I would assume.

Mr. SHILLITO. Yes, that is correct, Senator.

Senator YOUNG. Would you give the amount of money?

Mr. SHILLITO. I think this is a subject that you would be well advised to raise with the Army witnesses when they appear, because late last year this responsibility was turned over to the Army by Mr. Packard, and the point was made by him at that time that the Army should assume responsibility for the complete allocation and control of these funds, and I would think that they would be able to give you a detailed recap on this when they appear before you.

Senator YOUNG. All right.

One more question on the environmental problem, air and water pollution. I note you have an estimate of $129.9 million for fiscal 1972. Does this include all of the costs for this purpose in the Defense Department, or are there other costs?

Mr. SHERIDAN. That includes the military construction appropriations. Now there are other costs involved in procurement. For instance, at Radford Ammunition Plant in Virginia it will cost over $50 million to clean up the pollution problem. But what we are referring to, what the Secretary refers to in his statement, covers just military construction.

Senator YOUNG. Just new construction?

Mr. SHERIDAN. Yes.

Mr. SHILLITO. I think we should say, Senator Young, that I believe we are moving ahead possibly as well as almost any other organization in this matter of environmental control. I made the comment, I think, before these committees a little over a year ago that I thought we had everything pretty well brought into focus as to both the construction and the procurement side of our operations relative to environmental control. But I would think, Senator, that as we progress we will probably find a number of additional areas we are going to have to give consideration and funding to with regard to this subject matter.

Senator YOUNG. The intent of my question wasn't to criticize the military; I am trying to get some idea of the costs.

Could you supply for the record the overall costs to the Department of Defense for air and water pollution?

Mr. SHILLITO. Yes. Again this is pretty much the entire program with regard to construction.

Mr. SHERIDAN. The Senator has a very good point—that is, we have not taken credit for all the corrective work that has been done. I think we should provide that figure for the record so that the defense contribution to the clean-up of the environment to date is fully reflected. We can provide that overall figure for the record. I think that is what you are getting at.

Senator YOUNG. I would like to get some idea of overall costs to the Department of Defense. Could you provide all of those together in one paper?

Mr. SHILLITO. I am not sure that we have a complete pull-together yet as far as all of our GOGO facilities, Government-owned, Government-operated facilities, the industrialized facilities that we operate. But indeed, Senator, that is an awfully good point and we will as best as we can attempt to pull this together.

Senator YOUNG. I realize that you couldn't get all of them. For example, the Air Force bases in North Dakota, you have to go to a different type of fuel.

Mr. SHILLITO. Yes, sir.

Senator YOUNG. Out there in the wide open spaces.

Mr. SHILLITO. Yes, sir.

(The information follows:)

In addition to the $129.9 million in this year's military construction program, we have requested and obtained funds for pollution control over the past years. Basically the major emphasis in our pollution abatement program was initiated with the FY 1968 military construction program. The funds which have been programmed for FY 1968 through FY 1972 are as follows:

	Millions
Air and water pollution control at installations	$356.0
Control of pollution from aircraft	16.6
Control of shipboard wastes	25.1

In addition to the above, as mentioned previously, a major program is underway to modernize our Government-owned ammunition production facilities. This plant modernization which is being accomplished through the use of procurement funds, will incorporate features to assure compliance with pollution control standards. The specific costs applicable to pollution abatement, however, cannot be separately identified. The modernization projects which have been programmed since the effort was initiated in FY 1970, and including projects through FY 1972, total $436 million.

The above figures do not include R&D effort or the routine maintenance and operation of sewage treatment plants and the abatement equipment for power and heating plants. Also, the increased costs of fuels to meet pollution control standards are not included.

You will recall that I previously discussed the anticipated follow-on program for pollution control over the FY 1973–FY 1977 period.

Senator MONTOYA. Can you give us information now as to where this housing construction will be undertaken on a unit basis with respect to the United States, Germany, and other parts of the world?

Mr. SHILLITO. We can break that out for you, Senator Montoya.

Senator MONTOYA. What portion of this housing would be outside of the continental limits of the United States?

Mr. FLIAKAS. Of the 9,684 units requested for new construction there are only 200 units requested for the Philippines at Subic Bay and 250 units in Puerto Rico. These are the only units outside of the United States. There are some 700 units in Hawaii.

Senator MONTOYA. How much of the funding here will be allocated to areas outside of the United States for repairs of existing units?

Mr. FLIAKAS. There is an amount of funds in the request for improvements, alterations, and repair of existing units in overseas areas. I will have to break that out and furnish it for the record.

Mr. SHERIDAN. I think Mr. Fliakas is referring just to family housing and I think you are referring to all housing, aren't, you; bachelor housing and enlisted men's housing?

Senator MONTOYA. Yes, please.

Mr. SHERIDAN. We will get that.

(The information follows:)

The request includes funds for improvements to adequate quarters in family housing areas overseas. These improvements are generally to modernize older quarters, to correct deficiencies, or to improve livability. The amounts, by country, are as follows:

	In thousands
Germany	$6,300.7
Canada	25.4
Italy	98.5
Turkey	388.8
England	104.1
Philippines	1,721.0
Spain	132.0
Total	8,770.5

Bachelor Housing—Alterations and Improvements Overseas Fiscal Year 1972 Proposed Military Construction Program

[Cost in thousands of dollars]

South Command (various locations)[1]: Barracks alterations	$500
Germany[1]: Barracks alterations	10,000
Korea[1]: Barracks alterations	1,000
Okinawa[1]: Barracks alterations	1,000
Philippines: BOQ alterations, BOQ and dormitory air conditioning	2,467
West Indies: Barracks alterations	233
Okinawa: Dormitory air conditioning	818
Total	16,018

[1] Modern Volunteer Army.

Senator MONTOYA. Now, in addition to 9,684 units of family housing, what other housing will you undertake to construct? What will be the cost?

Mr. SHILLITO. You are talking now as far as new housing is concerned, about the trailer courts; we are talking about these type facilities, but——

Senator MONTOYA. Now is my understanding correct that the trailer court facilities, minor construction, leasing, debt payment, operation and maintenance, is all within the $919.2 million?

Mr. SHILLITO. Yes, sir.

Senator MONTOYA. Would you break down the allocation of this money, how it will be spent with respect to new housing and the other categories?

Mr. SHILLITO. Yes, sir; as a part of my attachment to the statement, we have a recap on family housing by service. The recap relates to the amount of dollars that will go into new construction, and then the amount of dollars that goes into leasing, maintenance, et cetera. But this is not broken down as thoroughly as you are suggesting in regard to where the housing would go and the type housing et cetera, so we will do that for you, Senator.

(The information follows:)

Family housing categories, fiscal year 1972 proposed military construction program

	In thousands
Construction of new housing	$244,147
Construction of trailer courts	7,280
Improvements to adequate quarters	32,668
Minor construction	1,345
Planning	800
Total construction	286,240
Less amounts available from prior years	1,020
Authorization request, construction	285,220
Operating expenses	216,406
Leasing	34,377
Maintenance	229,419
Debt payment—principal	99,590
Debt payment—interest and other expense	66,069
Mortgage insurance premiums—Capehart & Wherry	2,535
Servicemen's mortgage insurance premium	4,617
Total O. & M. and debt payment program	653,013
Less anticipated reimbursement and amounts available from prior years	19,013
Total O. & M. and debt payment request	634,000
Total family housing request	919,220

Senator MONTOYA. And in addition to this, how much additional housing do you anticipate being made available under section 236?

Mr. SHILLITO. Yes, sir. As it is now, we anticipate that we will be talking about another 10,000 units.

Mr. FLIAKAS. In the follow-on year, fiscal 1972.

Mr. SHILLITO. Hopefully, another 10,000 after that.

Senator MONTOYA. Under section 236?

Mr. SHILLITO. Yes, sir.

Mr. FLIAKIS. Under the agreement that we have consumated with FHA, they will give us 4,300 units out of their existing allocation this year. We are working on an agreement with them for 10,000 units thereafter in each follow-on year.

Senator MONTOYA. Do you know whether or not this will detract from the allowable which they have within their budget for the private sector?

Mr. FLIAKIS. The 4,300 units that FHA is providing out of this year's budget is from existing allocations.

Senator MONTOYA. Who will undertake the construction of these section 236 units? Will it be done under the supervision of the in-house construction and design?

Mr. SHILLITO. No, sir.

Senator MONTOYA. Personnel?

Mr. SHILLITO. No, sir; it will be handled in the normal commercial channels in accordance with the procedures that they follow as far as the Federal Housing Administration is concerned.

Senator MONTOYA. Have you made a comparative study of the cost of housing under section 236 and the cost of housing by in-house facilities?

Mr. SHILLITO. Mr. Fliakas.

Mr. FLIAKAS. We have figures on this. We have not made a definitive analysis. As Mr. Shillito indicated, section 236 projects will be built by private capital on private land by private builders and will be operated by private interests.

Senator MONTOYA. I understand that, but you have no doubt evaluated the total cost of construction in order to arrive at the amortization to which you will contribute in giving allowances for rental to your personnel?

Mr. FLIAKAS. No, sir; we have not.

Senator MONTOYA. Isn't that a necessary ingredient in evaluating the benefit of one over the other?

Mr. FLIAKAS. It would be if we were financially liable, but our sole hole in the FHA program is to tell them where we have the greatest need and to assist them in developing a priority list of locations. They select the sponsor and develop the rental schedules in accordance with their FHA regional directors' policy and instructions. Under our agreement, we do not enter into any negotiations with the sponsor.

Senator MONTOYA. For all intents and purposes, you do not know whether it would be cheaper under 236 or under in-house construction?

Mr. SHILLITO. This really gets down to a matter of identifying our people as low-income individuals, if you will.

Senator MONTOYA. Most of your personnel are low-income personnel.

Senator SYMINGTON. I think we will have to stop for a vote. When we return Senator Montoya will continue; and Senator Byrd, if we have the privilege of your being here, you will be next.

(Short recess for rollcall was taken.)

Senator MONTOYA (presiding). The committee will come to order.

Mr. Secretary, we were delving into the matter of housing, and we compared the comparative cost of 236 housing and in-house construction. Do you have any figures on the cost of in-house contruction on a per-square-foot basis?

Mr. SHILLITO. Mr. Chairman, we have extensive details relative to the cost of our in-house construction. Now I think we should give you as much in the way of details as we have with regard to this construction first per square foot, if we can, for the record, but Mr. Fliakas may want to elaborate on this.

Mr. FLIAKAS. Yes, sir; we can provide the cost breakouts of the various locales and areas where we are building.

(The information follows:)

COST DATA, FISCAL YEAR 1972 MILITARY FAMILY HOUSING PROGRAM, CONUS

Project location	Number of units	Average cost per square foot (basic house to 5-foot line)	Area construction index [1]
ARMY			
Fort Carson, Colo	200	$16.15	1.02
Fort Gordon, Ga	200	13.62	.96
Malmstrom ABM Site, Montana	215	13.95	1.02
Fort Bragg, N.C	150	15.73	.90
Grand Forks ABM site, North Dakota	215	13.18	1.15
Carlisle Barracks, Pa	60	17.50	1.05
Fort Jackson, S.C	300	13.48	.90
Fort Hood, Tex	280	14.81	.96
NAVY			
NC, East Bay, Calif	300	14.50	1.02
NC, Long Beach, Calif	300	14.27	1.09
MCB, Camp Pendleton, Calif	200	14.43	1.09
NC, San Diego, Calif	600	14.11	1.09
NC, District of Columbia	150	13.87	1.00
NAS, Jacksonville, Fla	300	13.14	.94
NTC, Orlando, Fla	4	15.80	.94
NAS, Glynco, Ga	130	12.91	.96
NC, Warminster, Pa	200	15.61	1.05
NC, Newport, R.I	200	15.23	1.06
NC, Charleston, S.C	280	14.38	.90
NAS, Memphis, Tenn	100	13.63	.92
NC, Norfolk, Va	640	14.73	.90
AIR FORCE			
Beale AFB, Calif	200	14.95	1.09
USAF Academy, Colorado	200	13.53	1.02
Ent-Peterson AFB, Colo	250	13.95	1.02
Dover AFB, Del	300	13.84	1.06
Bolling AFB, Washington, D.C	400	14.08	1.00
Andrews AFB, Md	450	14.43	1.00
Homestead AFB, Fla	160	14.43	1.00
Offutt AFB, Nebr	300	14.38	1.02
Cannon AFB, N. Mex	250	11.21	1.02
Wright-Patterson AFB, Ohio	500	14.83	1.12
Shaw AFB, S.C	500	11.84	.90

[1] Based on Washington, D.C., having index of 1.

Mr. FLIAKAS. As you know, our costs are controlled on a total cost house-cost basis; we include site preparations, utilities, roads, if there is any land acquisition involved, total cost.

Senator MONTOYA. You mean to tell me you have not been able to separate that?

Mr. FLIAKAS. Oh, indeed we can separate it, but I do not have the figures with me.

Senator MONTOYA. What does it average?

Mr. FLIAKAS. From $13 to $15 a square foot.

Mr. SHILLITO. Depending on the locale.

Senator MONTOYA. How does that compare with housing in the private sector?

Mr. FLIAKAS. A comparison cannot be made readily because the same amenities, and the same standards of quality are not provided.

Senator MONTOYA. You mean to tell me that the private sector has better quality?

Mr. FLIAKAS. No, sir; they have lesser quality. We do not build to FHA minimum standards which normally are those which control the section 236 housing. Defense criteria have substantially upgraded FHA minimum standards.

Senator MONTOYA. How does it compare with the private housing?

Mr. FLIAKAS. On a cost basis?

Senator MONTOYA. Yes. You say between $13 and $15 per square foot.

Mr. FLIAKAS. This is probably not comparable because the area, amenities, and the quality are not the same——

Senator MONTOYA. You have to strike an average throughout the country.

Mr. SHILLITO. What would the FHA average run, recognizing that there is a significant difference between——

Mr. GERBER. FHA costs under 236 housing will vary from $10 to $13 a square foot.

Senator MONTOYA. What would similar housing cost under your in-house programs?

Mr. SHILLITO. Again the housing is not similar, Mr. Chairman.

Senator MONTOYA. What is so different about it?

Mr. GERBER. We are not building the type of housing for low-income people that is provided under section 236. For example, the housing that we do build for eligible personnel is larger housing, includes more storage space, has more bathrooms, greater kitchen area, and other such amenities.

Senator MONTOYA. But the per-square-foot cost should be about the same, shouldn't it, because you are not really placing any real ornamental construction in the home?

Mr. GERBER. For example, in a section 236 three-bedroom house, one bathroom would be normally provided. In military housing a three-bedroom house would have a bathroom and a half, as an example. It would have a larger kitchen. We normally have offstreet parking for automobiles and outdoor living amenities.

Senator MONTOYA. I am speaking of the construction cost now. I can give you the construction cost average throughout the country in the private sector of all housing, and I can give you the construction costs on a per-square-foot basis for commercial construction. Why can't we have an average figure for in-house construction?

Mr. GERBER. Yes, sir.

Senator MONTOYA. If we can get it for private construction which differs as much in degree.

Mr. GERBER. My only point is that we are not talking to comparable amenities. But to answer your question specifically, the FHA costs that range from $10 to $13 a square foot in the military construction would be from $12 to $15 a square foot.

Senator MONTOYA. All right.

Mr. SHILLITO. I think, Mr. Chairman, if I might comment on the first part of your question and also the question that you raised before the break. I think we should clarify that under section 236 housing we are talking about the military people who are not eligible for defense housing and who are in the low-income bracket.

Senator MONTOYA. I understand. They are below the poverty wage and they are, therefore, eligible for rental housing under section 236.

Mr. SHILLITO. Yes, sir.

Senator MONTOYA. Let's go into the engineering costs. You mentioned a few minutes ago the Corps of Engineers has actually saved a billion dollars by constricting their operations and in this particular aspect of their activities.

Mr. SHILLITO. Mr. Chairman, my statement dealt with the administration of construction contracts and that 5.8 percent to the 5.6 percent

which is on page 16 of my statement, and that this percentage change alone came to something over $1 million.

I also commented that the Corps of Engineers has been able to reduce their districts from 23 to 12 and Naval Facilities Engineering Command from 13 divisions to 6, and this would be over and above that that we are talking about.

Senator MONTOYA. When you constricted the districts you had to spend quite a bit of money in moving costs?

Mr. SHILLITO. Yes, sir.

Senator MONTOYA. Which actually absorbed——

Mr. SHILLITO. Some of it.

Senator MONTOYA. Most of the savings.

Mr. SHILLITO. Indeed some, sir.

Senator MONTOYA. What would be the average cost of construction for each house, for each unit under this program?

Mr. FLIAKAS. Under the fiscal year 1972 program the average cost would be $24,500 in the United States.

This includes a total cost of the house, including site preparation, roads, utilities, design and supervision.

Senator MONTOYA. $24,500?

Mr. FLIAKAS. That is correct.

Senator MONTOYA. Well, during the first quarter of this year, as so stated by the Realty Board, medium sales price for a home was $24,090 in the country. So you are pretty close.

Mr. FLIAKAS. Yes, sir.

Senator MONTOYA. This compares with $22,660 in the first 3 months of 1970 and 21,080 in 1969 for the same period.

Now, why does it cost so much for design and construction management by the different services and how does this compare with the charges made by architectural firms for similar construction?

Mr. SHILLITO. I don't know that I can adequately comment on this, Mr. Chairman. Mr. Sheridan can elaborate on my comments but——

Senator MONTOYA. Let me ask you this question by way of foundation so you can answer this one too.

Do you enter into contracts for design and supervision of construction with architectural firms or other engineering firms?

Mr. SHERIDAN. Yes, sir; there are some cases where that is done.

Senator MONTOYA. And what is the average cost?

Mr. SHILLITO. You are talking about the 6 percent?

Mr. SHERIDAN. Talking about design and supervision when we use title I and title II of AE contract.

General MCCONNELL. The average cost to the architectural?

Senator MONTOYA. Yes.

Mr. SHERIDAN. To us.

General MCCONNELL. I would say about 3 to 6 percent.

Senator MONTOYA. It is usually a negotiated amount, isn't it?

Mr. SHERIDAN. Yes, sir.

Senator MONTOYA. Not an across-the-board percentage.

Mr. SHERIDAN. That is right.

Senator MONTOYA. What is GSA charging for supervision; do you know?

Mr. SHERIDAN. No, sir; I don't. I don't know what their current charge is.

General Raymond, do you know what GSA is currently charging?

General RAYMOND. They are going to a new system using construction management and it is going to depend on what they negotiate or what they receive competitively when they go out on the market.

Mr. SHERIDAN. What do they charge now?

General RAYMOND. I don't know what they charge.

Mr. SHERIDAN. We will have to furnish that for the record.

(The information follows:)

The General Services Administration charges for construction supervision are based upon a sliding scale corresponding with the dollar magnitude of the construction contract. Representative samples of the GSA charges were obtained from GSA as shown below:

Cost of project	Title II costs	GSA support costs	Total charge
$500,000	$32,500	$22,500	$55,000
Percent	6.5	4.5	11.0
$5,000,000	$145,000	$105,000	$250,000
Percent	2.9	2.1	5.0

The Corps of Engineers charges for construction supervision is 5.6%, which is a flat rate charge, i.e., is applied without regard to project magnitude or location. Similarly, the Naval Facilities Engineering Command charge is a 6% flat rate. As indicated these charges apply to all projects, on a world-wide basis.

Senator MONTOYA. It is a lot lower than what you are expending for this type of service.

Mr. SHILLITO. I make a suggestion here that we would be well advised to in comparing, say, GSA and the expenditures, the two engineering services in the Department of Defense—in fact, in comparing the Corps of Engineers and NAVFAC and the Air Force Civil Engineering Corps, we would be well advised to look at the individual increments that make up the total in order to compare these accurately.

Senator MONTOYA. What do you mean by that?

Mr. SHILLITO. Well, the elements that make up the percentage that we are talking about, the elements that make up the charge on the part of GSA, the elements that make up the charge, the total cost on the part of each of these organizations in comparing one to the other.

Senator MONTOYA. As I understand your statement on page 16, the average for supervision and administration of construction was 5.8, now is 5.6.

Mr. SHILLITO. Yes, sir; that is correct.

Senator MONTOYA. And the point I was trying to make is how does this compare with the average for engineering firms? Now the American Institute of Architects has a certain percentage guideline but they don't hold fast to it; you can negotiate it. If it is a big contract you can negotiate a lower percentage with them.

Mr. SHERIDAN. That is right.

Senator MONTOYA. And I assume that you do when you hire private architectural firms.

Mr. SHILLITO. Yes, sir.

Senator MONTOYA. And so I have asked you what have you paid private architectural firms when you have hired them? I assume that it is less than this percentage.

Mr. SHILLITO. It varies. I think you ought to discuss the 6-percent charge, Mr. Sheridan, with regard to A and E contractors.

Senator MONTOYA. The 5.6 is the lowest that you have gone?
Mr. SHERIDAN. That is right.
Senator MONTOYA. But it is not a mean average.
Mr. SHERIDAN. It is an across-the-board charge for the entire program.
Senator MONTOYA. For supervision and administration of construction?
Mr. SHERIDAN. That is right.
Senator MONTOYA. But does not take into consideration design?
Mr. SHERIDAN. That is right.
Design is less than 6 percent.
Mr. SHILLITO. Outside.
Senator MONTOYA. When you hire an architectural firm you hire that firm to present to you architectural design and specifications and all of the necessary work that is required to put the matter out for bids; is that correct?
Mr. SHERIDAN. That is right.
Senator MONTOYA. And the average cost that they charge, the average charge that they make is usually under 6 percent on a contract of the magnitude of these contracts which come within this appropriations; is that correct?
Mr. SHERIDAN. That is for the title I, the design. If they do title II then there is another provision negotiated.
Senator MONTOYA. What does title II involve?
Mr. SHERIDAN. It is supervision, inspection, and overhead. That would be comparable to this figure. That is the figure I don't have available right now. I will have to get that.
(The information follows:)

The following data relating to Title II, i.e., architect and engineer firm services for construction supervision, were obtained from information provided by the Architects, entitled, "Recommended Minimum Costs of Service," and the letter of transmittal dated June 4, 1971:

Under a normal AIA owner-architect agreement for A/E services, certain responsibilities during the construction phase are assumed by the architect and are covered by his basic A/E compensation. Such services will include administration of construction contracts including periodic visits to the site at intervals deemed necessary to ascertain progress, quality of work and if work is proceeding in accordance with the contract documents; (average two visits per month, plus one visit for monthly job meeting); checking shop drawing and samples; preparing supplemental explanatory details, issuing change orders; checking applications for contractor's request for payment, rejecting work not in conformance, etc. The basic minimum fee for Title I services (design) as indicated includes certain functions relating to construction supervision. The fee is based upon a 7% fee for an "average building" (which would be comparable to a typical MILCON project) with a cost of $1 million dollars. The fee is scaled upward by .25% per $100,000 below $1 million of construction and downward by .25% per $100,00 over $1 million in construction value, within the range of $.1 to $5. million. Further the fee considers a prequalified and selected bidders list of private works construction contractors.

In addition to full time construction services required under Title II, the minimum fee schedule does not include the following items termed, "special services," which are required for military facilities and which are charged to design and/or construction supervision costs by the DOD construction agents: special design studies (as required), site evaluation, detailed cost estimates, and quantity surveys. The cost schedule provided indicates that the proceeding, including full time contract supervision are charged based on payroll times a multiplier plus direct costs and consultant costs. The multiplier used may vary with each firm, however, sound accounting experience indicates that a multiplier of two and one half (2½) is minimum. Direct cost examples are: printing, long distance calls, transportation, meals, lodging, etc.

In summary, it is difficult to construct a percent figure for Title II services as these costs are normally negotiated based upon specific project requirements, i.e., man hours of inspection, consultant visits, and an estimated total of direct costs required.

Senator MONTOYA. Isn't the usual contract with an architectural firm for design, supervision, and administration of construction?

Mr. SHERIDAN. No, sir; it is not.

Mr. SHILLITO. It is generally for the design and specifications required to do the construction job. It seldom involves the supervision and the administration of the construction.

Senator MONTOYA. Well, then, it is most unusual because I have let out a lot of contracts to architects myself in my own business and it usually covers the whole gamut, design, specifications, construction, and supervision, and the fees that they have charged me have never exceeded 7 percent.

Mr. SHERIDAN. You are a very good negotiator.

Senator MONTOYA. Now, the point I am trying to make is that almost any architect would be willing to charge below 7 percent for design and supervision and construction management.

Mr. SHERIDAN. Our experience doesn't indicate that. It depends, of course. You can't say categorically on every project, but if you had a large project, that possibly could be done low.

Mr. SHILLITO. About a year or so ago we had quite a number of discussions with the A and E firms suggesting the necessity for them to go above 6 percent for just the design and specifications and, of course, the 6 percent is constrained by law; isn't it?

General MCCONNELL. Yes.

Mr. SHILLITO. That is the legal maximum.

Senator MONTOYA. Six percent is what?

Mr. SHILLITO. For the design and specification to the architect and engineering firms.

Senator MONTOYA. What law?

Mr. SHILLITO. Can you explain that?

Senator MONTOYA. It is the AIA.

General MCCONNELL. I don't have it here.

Senator MONTOYA. It is the AIA code that requires that they charge not less than 6 percent.

Mr. SHERIDAN. There is a law.

Mr. SHILLITO. I think we are constrained to 6 percent.

Mr. SHERIDAN. There is a congressional act. It is covered in title 10 of the United States Code, sections 4540, 7212, and 9540.

Senator MONTOYA. According to the testimony which has been adduced this morning, you are paying inhouse supervision as well as design over 10 percent. Now isn't that high compared to what the private sector pays?

Mr. SHILLITO. Well, I think that you have covered this in your earlier comments, Senator, dealing with the design and specification costs and the amalgam of the design specification costs with the supervision and administration costs. I would have to say—I question whether it is or is not high without thoroughly comparing the elements of each because we normally again will run not too far from the 6 percent for just the A and E, for just the design and specification piece of this alone. I would be inclined to think, having gone through this about a year or so ago, when it was being suggested that 6 percent was possibly

too low, that getting pretty close to the 10-percent plus for the entire design specification, supervision, and administration would probably be maybe even on the low side outside.

Senator MONTOYA. Would you insert for the record?

Mr. SHILLITO. Yes, sir.

(The information follows:)

As directed by the Assistant Secretary of Defense (Installations and Logistics) memorandum of 3 February 1970 to the Services, a Joint Office of the Secretary of Defense/Service review was conducted of architect-engineer (A–E) contracting, during the period 24 February through 7 April 1970. Its purpose was to examine existing A–E source selection procedures and make recommendations as to how these procedures might be improved, giving consideration to the possibility of optimizing competition and insuring compliance with Public Law 87–653. A Joint Office of the Secretary of Defense/Service Team was established, composed of five men with varying backgrounds in A–E, construction and general procurement fields. In conducting the review, the Team held meetings with personnel from various representative professional associations and twenty A–E firms, as well as seven defense activities, one Federal Agency (General Services Administration), one state office and two county offices engaged in A–E contracting. While the report is pointed at fixed-price A–E contracting, which represents the far greater number of A–E awards, the findings and recommendations also are generally applicable to cost-plus-fixed-fee contracts.

Section VII of the report, dated May 1970, is titled, "Factors Impacting on DoD A–E Contracting". Part E of Section VII is as follows:

E. SIX PERCENT LIMITATION

The six percent statutory limitation on the cost of A–E Design Service refers to Title 10 U.S.C., Sections 4540, 7212, and 9540 (see Section II and Appendix A), which limit the fee for A–E services (production and designs, plans, drawings, and specifications) to not more than six percent of the total estimated construction cost of the project to which those services applies.

This is a significant factor impacting on a large segment of the Department of Defense A–E contracting program. The problem of obtaining A–E services within existing monetary limitations is acute when related to those military construction projects requiring the design of complex technical structures, rehabilitation and remodeling of existing facilities, and those projects which require a significantly large engineering effort for a relatively small construction cost. For example, the effort to prepare plans and specifications for a $5,000 rehabilitation contract is significant, however, the six percent limitation precludes paying the A–E more than $300. This amount clearly is not fair and reasonable compensation for the work involved. The American Institute of Architects recommends that its members charge a minimum fee of 15 percent for projects of this nature when dealing with clients in private industry. The six percent limitation currently in effect was originally established by Congress in 1939, and on the basis of 1939 needs, practice and economic conditions. It is considered unrealistic when applied to the design of certain present day military construction projects such as laboratories, electronic facilities, nuclear facilities, and technical components of missile and antiballistic missile systems. It was the concensus of representatives of Federal, state, and local Government activities visited that the "percentage of estimated construction cost" factor varies greatly according to the design complexity and size of project.

It was observed that contracting agencies commonly used the following three methods to obtain relief from this statutory limitation with respect particularly to small jobs.

1. Performed the work in-house.
2. Found a co-operative A–E who would perform the work within the six percent limitation, even if it resulted in a loss to the firm.
3. Combined, into one design contract, the least profitable small project work with other more profitable work involving lesser design effort per dollar of construction.

The logical solution to this problem would appear to be the modification of the current statutory limitation.

A *possible improvement* for consideration would be afforded in obtaining some relief from this statutory limitation where design complexity and size of project

warrant. This could be accomplished by modification of the language of the present law to permit the Secretary of Defense to issue regulations authorizing exceptions to the fee limitations under certain specified conditions of project scope and complexity of A–E work to be performed where it is determined necessary to do so to obtain the required services.

RECOMMENDATION VII–2

Title 10 U.S.C. sections 4540, 7212, and 9540 should be revised as follows: "B. The fee for any service under this section may not be more than six percent of the estimated cost, as determined by the Secretary, of the project to which it applies, unless a larger fee is authorized under regulations issued by the Secretary of Defense."

From the above, we conclude that in many cases the A–E profession considers the six percent design limitation inadequate; and it follows, therefore, that in those cases the combination of design, supervision, inspection and overhead would indeed exceed a total of 10 percent.

The Department of Defense has authority to negotiate for Title I, design and preparation of contract specification services, Title II, construction supervision and inspection services, and a combination of Title I and II services. As a result of a GAO recommendation in October 1968, the Department of Defense no longer utilizes a percentage of construction cost basis to establish a fair and reasonable value for Title I and/or Title II contracts. These contracts are negotiated on the basis of the scope of required services, e.g., engineer manhour requirements, clerical manhours, direct costs, etc.

Senator MONTOYA. Would you insert for the record a typical project, what the cost of design has been for that project in-house and what the cost of construction or rather supervision and administration of construction has been for that project?

Mr. SHILLITO. Yes, sir.

Senator MONTOYA. If you are doing it separately, as you indicated, that is, for design on a separate basis from supervision and construction, do it separately, then combine the cost percentagewise and then do the same thing for almost a similar type of contract when you have used a private architectural firm for design, supervision, and construction.

Mr. SHILLITO. We will; it is a good point.

Senator MONTOYA. I think that will bring out the answer to my question.

Mr. SHILLITO. Yes, sir.

Senator MONTOYA. And also include in that statement whether or not you have the authority to negotiate with an architectural firm for the three different types of services on a percentage of the contract basis.

(The information appears at p. 116.)

Mr. SHERIDAN. In the private sector there is inspection that is provided by the community, by the city, or the State. For instance, on water, gas, electrical. That is charged on the Government project, defense project, to the supervision and inspection and overhead but is not charged to the contract in the private sector.

Senator MONTOYA. Well, that is a very minor item. The city just comes in and meets with the architect. They say, "Have you done this?" and they go around and the city inspector does not spend too much time on that project.

Mr. SHERIDAN. That is right.

Senator MONTOYA. So that is a very minor item.

I believe that is all, Mr. Chairman.

Senator SYMINGTON. Senator Byrd.

Senator BYRD. Thank you Mr. Chairman. Mr. Secretary, are there any funds in the proposal you have submitted to the Congress in regard to Okinawa?

Mr. SHILLITO. Senator, to my knowledge we have three projects that relate to Okinawa and, if necessary, I will correct the record to reflect accurately just exactly what the situation is in regards to Okinawa. One involves a runway lighting project, another involves some air conditioning, both in the Air Force budget for Kadena. The remaining project is included in the Army's Barracks Improvement Program overseas.

Mr. SHERIDAN. Yes, sir.

Mr. SHILLITO. But I will check this out, Senator Byrd, and correct the record accordingly.

Senator BYRD. The change in the treaty is being considered now and under the proposal, as I understand it, Okinawa will revert to Japanese administrative control. Should we put any more funds into Okinawa?

Mr. SHILLITO. This is the reason, Senator, that our additional funds going into Okinawa are indeed going to be minimal. They will, in most every instance, relate directly to our people who are going to be continued in the Ryukyus and the necessity for making available to them the kind of facilities that they have to have to live in the Ryukyus. We are not planning on any long-term additional facility investments in that area, sir.

Senator Byrd. How much military construction money have we put into Okinawa?

Mr. SHILLITO. Senator, I am going to have to give you that for the record.

Senator BYRD. That would be very fine if you could give it for the record.

Mr. SHILLITO. Yes, sir.

(The information follows:)

The total acquisition cost of Defense facilities on Okinawa as shown on the June 30, 1970, inventory report was $593.4 million.

Senator BYRD. I must say I am somewhat disturbed that while we put tremendous amounts of money in all of these bases and continue all of the commitments we have in Southeast Asia, we then talk about giving up the right to use our bases as we think best to use them. I am not going prematurely to judge the proposal which I understand will be signed 2 weeks from today, but I am not very enthusiastic about our country guaranteeing the security of Japan and the security of the Philippines and the security of Australia and New Zealand and a dozen other countries and then we don't give up any of our commitment but give up the right to use our great military complex there on Okinawa as we think best.

Is there any money in this bill for the Philippines and, if so, how much?

Mr. FLIAKAS. There are 200 units of family housing for the Philippines. In addition, there is $3.3 million for airfield operational facilities and personnel support facilities for the Navy and Air Force.

Senator BYRD. Why do we continue to put more money in the Philippines?

Mr. FLIAKAS. This is primarily as a result, Senator, of the Navy's closure of the base at Sangley Point and the transfer of a number

of personnel and missions to Subic Bay. The programable deficit of family housing at Subic Bay is over $600. It is a deplorable situation for there are no adequate houses in the community. We took the opportunity of substituting a project in this year's bill for 200 units at Subic Bay because of the severity of this deficit. The project is priced at $3.6 million.

Senator BYRD. $3.6 million for this one project?

Mr. FLIAKAS. Yes, sir; for 200 units.

Senator BYRD. Would you, Mr. Secretary, supply for the record the amount of military construction money which has gone to the Philippines since the end of World War II?

Mr. SHILLITO. We will, Senator.

(The information follows:)

Our total inventory of facilities in the Philippines as of June 1970 was $382.6 million. Of this amount approximately $308 million was acquired since the end of World War II.

Senator BYRD. Is there anything in the new proposal in regard to Vietnam and Cambodia, Laos, or Thailand?

Mr. SHILLITO. We, to my knowledge, and gentlemen, correct me if I am wrong, the extent of that which would go into Southeast Asia as far as the 1972 program is concerned would possibly be limited to a portion of $15 million in contingency funds that I mentioned in my statement.

Now is there anything anyone is aware of that runs above that?

Mr. SHERIDAN. No, sir; there are no items in here for Cambodia, Laos, or Vietnam.

Senator BYRD. On page 19 of your statement, Mr. Secretary, you mentioned $315 million under the Vietnamization.

Mr. SHILLITO. Yes, sir. That is all prior-year funds.

Senator BYRD. And then what is the $217 million?

Mr. SHILLITO. Of the $315 million, $217 million is completed work in the prior funds and we anticipate that the balance, slightly under $100 million, $98 million in fact, will be completed by the end of fiscal year 1972.

Senator BYRD. To follow up on Senator Young's line of questioning in regard to pollution, you mentioned that it would cost, I believe, $50 million at Radford alone.

Mr. SHERIDAN. Yes, sir.

Senator BYRD. What is being done in Radford, is any part of that $50 million being appropriated?

Mr. SHERIDAN. The Army is planning to get on with the required projects through the use of procurement and military construction funds. The procurement funds will be in the Procurement Act rather than this act.

Senator BYRD. But regardless of which act it might be funded by, the fact remains that $50 million will be required.

Mr. SHERIDAN. Yes, sir.

Senator BYRD. Over what period of time?

Mr. SHERIDAN. I think it is a 4- or 5-year period. I will have to furnish that specifically for the record. I know that the estimate is in the neighborhood of $50 million.

Senator BYRD. Is that a program that has already been started or do you envision starting it this year?

Mr. SHERIDAN. Some has already been programed and I don't have the exact figures. We will get them for you, sir.

(The information follows:)

The PEMA figures for modernizing the industrial facilities at Radford Army Ammunition Plant are as follows:

	Millions of dollars
Fiscal year 1970	$26.5
Fiscal year 1971	36.3
Fiscal year 1972	0
Fiscal year 1973 through fiscal year 1977	104.6

These funds cover such items as new acid plants, continuous nitrocellulose manufacturing facilities, automatic roll powder line and automatic propellant manufacturing facilities. These modern facilities will be designed and constructed so as to meet local and state pollution abatement requirements. The specific costs associated with pollution abatement cannot be separately identified.

Senator BYRD. I didn't get the full import of the discussion between Senator Young and the Secretary. As I understand it, the Secretary is going to get together the total amount that the Department would need for pollution abatement.

Mr. SHILLITO. That was the point that was made. As best we can, the procurement and construction dollars will be covered. We will also consider the modernization of Government-owned, industrial facilities that may be required to do the total pollution abatement job.

Senator BYRD. $50 million at Radford alone. That is a rather fantastic sum.

Mr. SHILLITO. I wasn't aware of that number, Senator, but I am sure Mr. Sheridan has it.

(The information follows:)

Military construction programming in recent and future years for the control of air and water pollution at Radford Army Ammunition Plant is as follows:

	Fiscal years (millions of dollars)				
	1971	1972	1973	1974	1975
Air pollution control	1.5	4.4	6.0	0	1.7
Water pollution control	.8	13.8	8.0	0	0

Total Estimated Military Construction Funds, $36.2 million

In addition to the above funding, there is a major program underway for the modernization of industrial facilities at the Radford Plant with the following estimated funding:

	Fiscal year (millions of dollars)			
	1970	1971	1972	1973 through 1977
Modernization program	26.5	34.1	0	104.6

These modernization funds cover such items as new acid plants, continuous nitrocellulose manufacturing facilities, automatic roll powder line and automatic propellant manufacturing facilities. These modern facilities as constructed will meet required pollution abatement requirements. The air and water pollution control features included in the above modernization projects are estimated at $20.5 million which when added to the estimated military construction funding requirement of $36.2 million totals $56.7 million.

Senator BYRD. All right. FHA was mentioned in regard to housing a little while ago. Do you follow FHA regulations in the construction of your housing?

Mr. SHILLITO. The military requirements on balance are a little more stringent than are the FHA requirements.

Mr. FLIAKAS. That is right. We have upgraded the minimum property standards of FHA. This is primarily because we feel that we have a requirement to maintain and operate these units over a long period of time, 30 or 40 years. We are building for the long range. Our units, of course, are on Government land and we operate and maintain them. The wear and tear on our units because of the frequent turnover and move of the transient military population, of course, is substantial. We feel that to keep down maintenance costs and to provide amenities that are normally not provided by FHA low-cost housing, require us to insist on these higher standards.

Senator BYRD. That sounds logical. I assume, though, that one FHA requirement you probably do not have and that is that FHA, as I understand it, will not insure homes which are constructed within a certain nearness to an airport that has a noise level. Do you adhere to the noise level?

Mr. FLIAKAS. We have stringent requirements concerning distances from the centerline of runways for both noise and for safety precautions; yes, sir. We adhere to this very strictly.

Senator BYRD. Are they more stringent than FHA noise level restrictions?

Mr. FLIAKAS. I don't believe they are more stringent.

Mr. GERBER. They are comparable. In fact, Senator Byrd, FHA has followed our standard and has incorporated most of our criteria into theirs.

Senator BYRD. When you are dealing with housing personnel on an airbase, how do you handle it?

Mr. FLIAKAS. In some cases we have to acquire land. For example, at Homestead Air Force Base where we have a fiscal year 1971 project, we have had to acquire land contiguous to the airbase in order to satisfy the current and future housing requirements.

Senator BYRD. Even though you have land available you still acquire additional land because of the noise problem?

Mr. FLIAKAS. Well, if that is necessary, yes, this is what we would have to do.

Mr. SHILLITO. Fortunately that has not been the case too many times.

Senator BYRD. But it is your policy to do that?

Mr. FLIAKAS. It is our policy not to grant waivers to these strict requirements regarding safety and noise.

Senator BYRD. I am not speaking of safety now, I am speaking of noise.

Mr. FLIAKAS. Noise as well.

Senator BYRD. So, in other words, even though you have adequate land you recommend to the Congress and the Congress presumably approves buying more land to eliminate the noise factor or get the noise to the level that you feel it should be?

Mr. FLIAKAS. I am not addressing the acquisition of land merely to satisfy that requirement. I will have to provide for the record if that has ever been done. I merely indicated in my general response that in

some cases we do have to acquire land in order to satisfy our housing requirements. But I will research our recent land acquisition and see if any were occasioned by this.

Senator BYRD. By the noise, not the safety factor.

Mr. SHILLITO. I am not aware of anywhere we have had to acquire land just to build family housing in a way that would avoid the noise level or minimize the noise level problem. I am not aware of any instances such as this but we will have to check this out.

(The information follows:)

A review of our recent land acquisitions for military family housing reveals that no land has been purchased solely to minimize or avoid noise level problems.

Senator BYRD. Thank you, Mr. Secretary. Thank you, Mr. Chairman.

Senator SYMINGTON. Senator Montoya.

Senator MONTOYA. Going back to my series of questions in the examples which I asked that you develop costwise, I would like to further specify that I would like a cost evaluation for a $500,000 project and for a $5 million project.

Mr. SHERIDAN. All right.

Senator MONTOYA. With these figures I think we can arrive at a proper appraisal of the cost configuration with respect to both projects.

Mr. SHILLITO. I am assuming, Senator, we are talking now about breaking this down as regards to design, specification and total A. & E. type costs, supervision, administration and so forth?

Senator MONTOYA. Yes.

Mr. SHILLITO. I will look forward to getting that myself.

(See p. 96.)

The Corps of Engineers charges for construction supervision is 5.6%, which is a flat rate charge, i.e., is applied without regard to project magnitude or location. Similarly, the Naval Facilities Engineering Command charge is a 6% flat rate. As indicated these charges apply to all projects, on a world-wide basis.

For those projects utilizing A/E services, there are some efforts that are usually accomplished by in-house DOD construction agent forces. These relate to criteria development and siting, design efforts in support of the budgeting process, subsurface exploration and surveys, reproduction of bidding documents, design reviews, and supervision of the A/E. Normally, the Title I A/E services consist of preparation of design analysis; preparation of the plans, specifications, and cost estimates; and accomplishment of any other specific function included in the contract such as review of shop drawings during construction. For projects for which A/Es are not used, all these design functions are accomplished by in-house forces and are reflected in the in-house design costs. Because of this difference in functions involved, a direct comparison cannot be made between A/E Title I costs and in-house design costs. The Government costs associated with the A/E Title I design or a like fee by the A/E must be added to the A/E fees when comparing the cost-effectiveness of utilizing A/E services for a project versus total in-house design.

The DOD construction agents' experience with Title II inspection has been rather limited in recent years, and there are no current MILCON projects underway by these agents from which costs data can be determined for comparison to similar projects being inspected solely by in-house forces. However, by isolating those functions that the agents normally would include in an A/E Title II contract and applying estimated costs to these functions, the relationship between complete in-house supervision and inspection and that utilizing Title II can be shown.

The following tabulations show the detailed functions involved for typical projects utilizing A/E services in the design and construction supervision and typical projects accomplished solely in-house for projects in the $500,000 range and in the $5,000,000 range. Costs for these functions are expressed in percentage of the construction contract amount. Because of the wide variation in circumstances influencing design and construction supervision costs, these costs

normally vary from project to project. The costs tabulated for each of the four projects are peculiar to the individual projects and peculiar to the individual location and, therefore, does not indicate what the DOD wide average would be for all such projects.

[In percent]

In-house costs and A/E costs	DOD costs	A/E fees	Total
A. PROJECTS IN $500,000 RANGE			
Design: Fort Bragg (contract price $456,000) 4.8 percent. Fort Dix (contract price $523,800)	2.1	4.0	6.1
Construction supervision: 5.6 percent	2.5	3.9	6.4
B. PROJECTS IN $5,000,000 RANGE			
Design: Fort Bragg barracks (contract price $5,940,569) 4.8 percent. Fort Jackson barracks (contract price $4,305,758)	1.0	3.5	4.5
Construction supervision: (5.6 percent flat rate charge) 5 percent estimate of actual cost	1.9	3.5	5.4

C. SUMMARY: TOTAL DESIGN AND CONSTRUCTION SUPERVISION COSTS	In-house	A/E
$500,000 project	10.4	12.5
$5,000,000 project	[1] 10.4 / [2] 9.8	9.9

[1] With flat rate.
[2] Actual cost.

Senator SYMINGTON. Last year during the hearings Senator Jackson recognized that there was disenchantment on the part of some over the provisions of section 704. He asked that special attention be given to making the provision work rather than finding reasons to circumventing it. We would hope this can be accomplished without the necessity for a further amendment to the law. At this point, I will insert in the record a compendium of data appearing in various committee reports that is pertinent to this matter.

(The document referred to follows:)

Senate Committee on Appropriations: Last year, $87 million was appropriated to the services. That is almost 10 percent of the $906 million approved for construction exclusive of family housing. Some reservations about the economical applications and true end use of these funds were raised. They have not been satisfactorily resolved. . . . Planning and design funds provided in this appropriation are not to be used to subsidize the retention of an in-house design capability as a hedge against future contingency needs. . . . Those costs, if such capability is needed within the Department of Defense, should be clearly identified and funded in their proper appropriation.

In the stewardship of these design moneys, we expect the Department of Defense to make maximum use of new and innovative techniques such as using simplified plans, site adaptations, standard specifications, and two-step design/contract procedures. We expect that design work accomplished inservice will be on a true cost evaluation assignment, and that a spirit of competition among the existing design agents will be fostered to achieve the benefits from stimulating our own agencies to be imaginative in their business and to give them reason to examine the validity and efficiency of current procedures, as well as to search out and evaluate novel techniques that would improve their competitive position and enhance their professional stature. . . .

When the fiscal year 1972 design fund request is presented to the committee, we will expect a full report of the specific actions that the Department of Defense has effected to exercise greater surveillance over the efficient use of these funds by the design agents, and the results of these efforts.

Senate Committee on Armed Services: Potential cost savings inherent in turnkey contracting and simplified specifications are currently being explored, but it is already evident that new technology and methods of housing construction will be necessary to retain adequate quality standards within reasonable cost limits. Information gained from recent research indicates that savings of over 15 per-

cent might be realized through volume procurement use of new materials, and adoption of factory assembly methods.

The committee believes this revision of existing law is necessary to assist each Secretary of a military department to better manage the construction program for which he is held accountable to the Congress, permit realistic competition for the most timely, most cost-effective, and most responsive execution of the construction program, and provide the Congress annually with the distribution of construction executed and the price paid for design and construction supervision fees. It is firmly believed this change will insure greater cost savings in overhead, thus freeing maximum dollars for construction.

For quite some time the committee has been deeply concerned over the increasing cost of military construction. To a great extent this is due to inflationary trends, the high cost of labor and materials which make it all the more imperative that there be some real self-appraisal on the part of construction agencies to reduce their costs for design, supervision, and overhead. It is believed a potent source for reducing costs would be the stripping down of in-house organizations, giving a greater amount of work to architect and engineering firms and eliminating to a major extent the in-house layer of supervision over the architect and engineers by writing into and enforcing contract provisions that will hold the architect and engineers responsible for designing a facility that stays within the scope, criteria, and cost.

There should perhaps be more experimentation with the less conventional methods of construction that those that have traditionally been followed by the construction agencies, such as the so-called turn-key construction which is proving quite successful in industry.

The committee frankly feels that the cost of design and overhead is entirely too high. It has been estimated that it costs the Government $1.15 for each dollar's worth of construction placed in the ground. It is believed that by careful self-appraisal the construction agencies can manage their programs at a lesser figure than they now do. To illustrate that this might be done, the supervision and overhead costs for military family housing have been administratively set at 3.5 percent and the programs are being accomplished within this amount.

* * * Finally, the committee agrees that "turn-key" contracts should be used whenever they are clearly in the best interests of the Government and therefore has approved section 511, which provides that net floor area limits established for military quarters may be exceeded by as much as fifteen percent when this method of procurement is used; . . .

The so-called turnkey contract is another device which the Defense Department is using to avoid excessive construction costs. This method is used when a local builder offers to provide housing based on his own plans at a lower cost than could be realized using military plans and specifications.

The committee believes that this alternative approach has much promise and should be used whenever it is clearly in the best interests of the Government.

The Committee has repeatedly called to the attention of the Department of Defense the disparity between the high cost of the construction of commissary stores as compared with known costs of constructing commercial grocery stores of similar size. The Committee is certainly not opposed to commissaries, but strongly feels that the cost of them should be brought more in line with their commercial counterparts. It appears that little progress has been made in this direction.

The Committee report dealt at some length on the need for developing new techniques, the reduction of some in-house layers of supervision, and the need to eliminate the arbitrary flat rate charges for supervision, inspection and overhead now imposed by the Corps of Engineers and the Naval Facilities Engineering Command.

Testimony on the part of Department of Defense witnesses was disturbing in the lack of progress toward these objectives that has been achieved in the last eight months since the law was enacted. The Committee was informed that a contract has been entered into with the National Science Foundation Building Research Advisory Board to determine what improvements can be made in line with the Committee's suggestion last year. . . .

It is expected that the Department will expedite such studies as are now underway and take prompt steps to carry out the intent of the law as set forth in Section 704 of last year's bill.

Senate Committee on Appropriations:

The committee encourages these efforts and hopes that all techniques of cost reduction will be explored including new methods of contracting and use of new materials.

The committee believes that the establishment of the specific criterion of efficient, expeditious, and cost-effective construction for selection of construction agents is long overdue. As an initial step, there are many small projects of less than $200,000 total cost in the appropriation which can be accomplished by the civil engineer forces already available on military bases.

The committee is aware of the increases in costs associated with housing construction and the efforts made by the Office of the Secretary of Defense to obtain acceptable housing at the lowest possible price per unit. One that appears to have considerable merit is the "turnkey" method, wherein the contractor has the responsibility for both design and construction. . . . The committee recommends that the "turnkey" procedure be used where feasible at future authorized housing projects.

The committee is encouraged by the studies being made within the military departments and the Department of Defense aimed at satisfying some of their critical housing requirements through different and new alternatives. It is recognized that there is no "single or one" method of procurement which can be effectively applied to satisfy housing requirements at all locations and under the different sets of circumstances which prevail at the various military installations.

It is understood that these projects can be merged with the repair, maintenance, and minor construction workloads, already being accomplished, without the need for any augmentation in personnel. There will be less loss of design effort. . . . It will stimulate increased competition between services in the development of better design, more expeditious and imaginative construction, and meaningful savings through the elimination of overhead costs. The committee will look to the Secretary of Defense to supervise closely this section of the law in the application of this new and improved authority.

* * * the turnkey concept is a method of obtaining housing based on performance specifications instead of detailed Government plans and technical specifications. The expected advantages are reduction of time and cost involved in preparation of plans, specifications, bidding and award of contract. There is also the implied advantage of having homebuilders provide a product which they are routinely building for the private market, and thereby offer a better value for the expenditure involved.

House Committee on Armed Services: The Committee will also be interested in efforts made to reduce costs through the use of other than routine design and bidding procedures.

House Committee on Appropriations: For several years this Committee has urged the Department to utilize the so-called "turnkey" procedure for the construction of family housing projects . . . It is mystifying to the Committee why the Department of Housing and Urban Development has been able to utilize this method of construction successfully in programs for low-income housing, but that it has evidentally presented almost insurmountable problems to the housing officials of the Office of the Secretary of Defense.

In response to the inability of the services in recent years to obtain sufficient adequate housing at reasonable prices, a number of new approaches to provide family housing have been tried and are being explored. Increased industrialization of family housing construction "turnkey" and two-step contracting, promise reductions in cost.

* * * * * * *

The Committee notes the progress which is being made in research into new techniques of housing construction and in the use of new approaches for buying housing, such as the "turnkey" method.

* * * * * * *

In addition, the Committee notes the use by the services of two-step formal advertising for procurement of family housing. Using this method, contractors are invited in step 1 to submit their own designs for evaluation, without price, based on FHA specifications.

* * * The Committee is hopeful that in the future the application of industrialized techniques to family housing on a broad basis may yield savings which will offset inflation in housing costs. . . .

The Committee also noted last year that there were two hopeful developments in the techniques being used to contract for or construct family hous-

ing. The utilization of turnkey and industrialized housing construction techniques should allow the Department of Defense to cut the cost of providing adequate housing and so allow available funds to go further.

* * * * * * *

The Committee feels that the experience gained in the use of this technique merits the continued expansion of the use of turnkey where a proven product can be obtained from an experience and responsible contractor. The Committee intends to carefully monitor the progress of the implementation of turnkey housing to ensure that the maximum effort is made at all levels to determine the opportunity for and the feasibility of turnkey construction so as to provide the most attractive, most livable housing possible for military families.

* * * * * * *

The Committee feels that the Department of Defense should also consider the use of the parallel advances in industrialized housing that are being developed by private industry and other Government efforts such as "Operation Breakthrough."

Senator SYMINGTON. I have noticed that from time to time you request authorization, by increments, for major projects. I am wondering if some savings might not result if a multi-year contract was entered into with one contractor for the completed job even though it might be necessary to fund the project by increments. For example, if a structure is built in four successive increments you must go through the bidding and contracting proceedings four different times. I know this is a departure from procedures we have been following in the military construction field, but it is used in other fields of procurement. Could you comment on the merits of such a procedure?

Mr. SHILLITO. Mr. Chairman, I think the procedure indeed deserves a lot of attention and if we can develop the necessary procedures to allow for its implementation in the selected instances when it should logically be applied.

You are correct in that elsewhere in our procurement procedures we do apply the multiyear contracting technique. Generally speaking, in the construction field its application would be a problem in that breaking the entire project into individual increments, discrete increments, and funding each increment frequently becomes a problem. More and more, however, we are running into circumstances, instances, when this may be possible, call it modular, call it incremental segments of our total construction effort that we may have planned, and I think that when possible, assuming that this can be worked out from a legislative point of view and from a procedural point of view, I think that this warrants serious consideration.

Senator SYMINGTON. Thank you.

At this point I would submit for the record an article by Captain Donald A. Patrick, U.S. Navy, Retired, which appeared in the January issue of Civil Engineering, a publication of the American Society of Civil Engineers, which is pertinent to this matter.

(The document follows:)

MULTIYEAR CONSTRUCTION CONTRACTS

(By Capt. Donald A. Patrick)

A multi-year contract makes the total scope of a project a condition of the contract even though only incidents of this total scope are placed in the contract as funds are needed. Thus, both parties assume a risk that future funds will become available as agreed to in the contract, in the belief that economies result-

ing from the larger scope will more than offset the probability of paying termination charges if the full contract scope is not carried out.

The Armed Services Procurement Regulations (ASPR) (1-322.1) indicate that the advantages of multi-year procurement include such things as lower cost, more standardization, reduced contract administration, improved continuity, and greater competition. Basically, the features of multi-year contracts are as follows:

(1) The procurement covers two to five years of funding increments, according to ASPR. A similar construction period is probably all that is reasonable in the non-federal market as when funds are added annually or at other intervals to the contract.

(2) If funding for future increments is relatively uncertain, or if, as in the federal case, the Congress normally requires it, each funding increment may be structured to provide a complete and usable product.

(3) Funds are obligated as each funding increment is added.

(4) The contract form can be any of the normal types: formally advertised, fixed price, unit price, negotiated, etc.

(5) Award may be based on the total package price or the first-year price, although only the initial increment of funds is obligated.

(6) The contractor is paid termination costs if the contract term is shortened.

(7) The contracts may include price escalation provisions.

(8) The contract is not an option contract unless specific option features are included. Option, in this case, means the contractor may select among materials, designs, or methods as permitted by the specifications. A contract giving the client an option to add work at a later date lacks many of the multi-year contract advantages. First, it is a much more uncertain situation usually causing the contractor to bid to get the work on the first increment, and then charge as much as the traffic will bear (rather than incremental cost basis) for the follow-on. Second, the contractor certainly is not going to develop special equipment, training programs, casting yards, etc. for uncertain future programs.

SOME CASES IN POINT

The Department of Defense has found considerable advantage, both to itself and to industry, by contracting for procurement in a two- to five-year time frame, using the multi-year technique. Specifically, aircraft, ships and all manner of smaller hardware have been contracted on a multi-year basis. Similarly, the Congress recently approved multi-year contracting for certain operations and maintenance services, especially where mobilization and demobilization costs are relatively high. And so two questions arise: (1) should multi-year procurement be used for construction, and (2) if so, what are the decision rules for selecting multi-year procurement over other types?

Before going into the details of multi-year contracting for construction and what it entails, a review of some typical construction situations will illustrate some opportunitites for improvement. The following are based on actual construction projects:

(1) Facilities not needed all at once—for example, housing and dining facilities for 1,000 students were needed to accommodate a build-up in increments of 250 students. Funding was in four successive increments with four successive contracts. Three different contractors were employed on the first three increments, followed by the first contractor being awarded the fourth increment. All of these contracts were formally advertised, fixed-price, competitively bid.

(2) Facilities can't be built all at once—Replacement projects, say in a facilities complex, may require demolishing facilities and replacing with other facilities while the overall facility remains in operation; or a building may require considerable time to erect followed by equipment installation or outfitting of some kind. The tendency in these cases is toward individual contracts, even though the full scope is known.

(3) Sequential projects cannot be awarded individually within available funds—The tendency is to wait until later increments make the project big enough to attract suitable bids. For example, housing in several successive funding increments could not be awarded within available funds when advertised successively. The projects were awarded within available funds when packaged in one increment with an option (which was exercised) to add an increment in a later program. This procedure was not a true multi-year contract in that the option rested with the client as to whether the final increment would be added.

(4) Funds not available all at once—Government agencies and other clients all have budget restraints and desire to make funds go as far as possible in any budget period. Thus, if parts of the project can be deferred for any reason, they will be budgeted incrementally. The tendency is to award individual contracts as funds become available. Projects funded by bond issues and borrowed money may show substantial savings if funds are applied only as needed incrementally.

(5) Plans changed without full knowledge—when projects are presented individually, various reviewers tend to treat them as individual projects for deleting or reducing the scope. Such action may be inconsistent with a master plan, and require redesign in the midst of plan execution.

From these typical situations, opportunities can be seen for the construction industry working with the client to stabilize the situation considerably and achieve substantial economies by longer term, more comprehensive contracts. Thus the question, "Should multi-year procurement be used for construction?", is answered "Yes."

NEED FOR ECONOMY

For many owners a reduction in costs for construction projects will result in the same or even increased budgets for construction. Level budgets will go further towards reducing construction backlogs, and economically marginal projects will become cost effective.

Specifically, the military construction programs have been too small in terms of support to new mission requirements as well as modernization of existing facilities. Serious shortages occur in such critical areas as personnel facilities, naval shipyard modernization, industrial facilities, hospitals, and pollution abatement.

Congressman Robert L. F. Sikes, chairman of the subcommittee on military construction, House Committee on Appropriations, U.S. Congress, asked a poignant question concerning military construction appropriations: "Are we planning right and building enough?" His answer was "no" to both parts of the question. He indicated a need for sound planning supported by proper maintenance as a joint responsibility of the Congress and the Department of Defense.

In addition, programming and cost estimating for military construction projects have received considerable attention. With combined annual military construction programs of the Army, Navy and Air Force in the $1 billion cost range, programming and estimating assume major importance. In 1968, for example, the under secretary of the Navy initiated a new emphasis on multi-year construction programming. He stated that "the formulation and review tasks associated with the current budget years have tended to distract us from the long range programs of which the budget year program is an increment. It also seems that the strength of our program is degraded in Congressional presentations which do not illustrate adequately the relationships of the annual increment to our important long range programs." Similarly, the Congress, through its hearings and committee reports, has spurred the Department of Defense to improve programming and cost estimating.

One contribution to reducing costs and also solving these programming and estimating problems would be to enlist more of the management and ingenuity of the private construction industry which does most DOD construction. In this regard, multi-year contracting could make a definite contribution.

CONSTRUCTION INDUSTRY WOULD BENEFIT

Long term construction contracts often are not awarded because of the uncertainties in the industry. In addition, many contractors, particularly smaller ones, are geared for single task projects and do not have the management staffs for longer term projects. On the other hand, many large projects are awarded, such as dams, industrial facilities and housing projects, which do require the long range viewpoint.

The construction industry traditionally has been fractionated in such a manner that modern management techniques, as well as long-term development and research, have been inhibited. In 1967 there were 800,000 contractors in the U.S. doing an $80 billion annual business, yet a listing of university research on construction would fit on a single typewritten pace. And in 1969, only three firms had more than $1 billion of contracts.

Longer term contracts on a multi-year basis would greatly tend to stabilize the income of the contractor. Thus, the contractor could expand his permanent staff on management and labor in order to reap additional profits. Pooling of

resources through joint ventures would be encouraged. Sophisticated managerial techniques, research and development could be used to obtain economics.

Of course, in such an industry as construction, with its long traditions, unique features, and competition-tested makeup, major changes do not come easily. Multi-year contracting, nevertheless, can provide an element of stability which will encourage the better managed firms.

DECISION GUIDELINES

The decision framework which would lead to selection or rejection of a multi-year construction contract should be identified. A number of considerations should be examined in detail, both separately and in combination. A list of questions has been derived which should aid in the decision. Other questions may be applicable to a specific project; however, answers to these questions, especially quantitative answers, may reveal opportunities for significant cost savings and other improvements.

(1) Planning and Design.

a. Master plan—Is a master plan firm enough to look two to five years ahead?

b. Systems—Is a larger project suitable for systems applications, such as modular design, integrated structural and mechanical systems, or computer uses?

c. Stability of development—Is the end product stable in development, such as paving, or are breakthroughs expected during the multi-year period, such as factory fabrication of sub-assemblies? Note that a multi-year approach may encourage such breakthroughs.

d. Design status—Will design for the entire project be complete by the time the first increment is awarded? Should design be included in the construction contract as a turnkey project?

e. Will financing costs be stabilized and reduced through substitution of agreed contract costs for estimates, and use of incremental funding having a lower present value than a single funding amount?

(2) Construction Features.

a. Remoteness of site—Is the construction site so remote that extensive contractor facilities will be required?

b. Continuity of performance—Can the contractor, knowing the full future scope and the funding schedule, provide for continuous performance, leveling out seasonal peaks and arranging for resources scheduling?

c. Specialized developments—Are more efficient equipment, casting yards, new techniques and specialized facilities likely to be developed for a contract with a broader base than a single increment?

d. Similarity of construction type—Are similar or related construction features involved, such as pile driving, precast concrete sections, or compatibility of electrical gear?

e. Repetitiveness—Does the project under consideration have repetitive end projects, such as housing, increments of aircraft parking aprons, or highway work? Will standardization be enhanced?

(3) Construction Execution.

a. Mobilization costs—Are these, as well as demobilization costs, a substantial part of the total cost, and would they be repeated in successive contracts?

b. Quality control procedures, pre-production runs and pilot testing—Would they be repeated in successive contracts?

c. Level of effort—Is a level of effort approach, rather than peaks and valleys, likely to have benefits? Will the work force and other resources be stabilized?

d. Learning curves—Are personnel apt to improve with a more extensive contract period, and are they likely to stay with the job until the end?

e. Construction sequencing—Is the sequencing such that activities such as pile driving or mechanical installations would be completed in the first increment in proper time phase with the follow-on increments?

f. Materials buys—Would single purchases with phased delivery schedules be less costly?

g. Equipment usage—Will schedules be more economical and over longer depreciation periods?

h. Quality—Will it be improved under a single contract?

(4) Contract Administration.

a. Project scope—Will a larger scope interest more contractors, thus enhancing competition resulting in lower total cost?

b. Work phasing—Will phasing with owner operations and among the several items under the single contract be simplified? Will a single source of responsibility aid in fitting all items into an integrated whole?

c. Other fund sources—Is it reasonable to include other funds for related work for a larger single contract, such as operations and maintenance funds for outfitting, or procurement funds for installed equipment in later years?

d. Future increments—Are the first-year items in an approved plan or do they otherwise have an approval for follow-on budgets? Will fund flow synchronize with field needs?

e. Periodic revalidation—Does the character of the work lend itself to revalidation as time progresses, in comparison to paying the termination costs of the multi-year contract and starting a new contract?

f. Contract administration costs—Will a single contract covering several increments reduce contract administration costs both for the owner and the contractor? Are multi-year sub-contracts desirable?

(5) Other.

a. Area-wide considerations—Can appropriate items be grouped within a logical geographic area, such as phased construction of housing throughout a metropolitan complex?

b. Construction industry—What specific industry factors, such as small business set-asides, would affect multi-year contracting?

c. Contractor capabilities—Are these suitable for longer term, more extensive projects, or are potential contractors all of small scale?

d. Politics—Are politics, domestic or foreign, amenable to longer term commitments?

e. Termination costs—Are the termination costs, even though presumably stepped down year by year, compatible with the savings anticipated? Note that in many cases the first-year cost plus the termination cost would not exceed the cost under a single increment contract and in the second and subsequent years savings would accrue.

f. Risk and uncertainty—Can the decision be reduced to a risk situation with probabilities assigned to the various possible outcomes? Or is it an uncertainty situation with inadequate probability information, but still subject to rational decision?

ACTIONS NOW

Sufficient reasons are available to proceed with multi-year construction contracts more extensively in appropriate cases. The decision considerations listed previously should be applied to each potential multi-year contracting situation. These considerations should be quantified as much as possible, particularly in cost areas. However, the real test of multi-year contracting is in the market. The end result expected is greater use of construction industry management talent and resources to the mutual benefit of owners and constructors.

Senator SYMINGTON. I doubt this procedure would work in all instances where building by increments is found desirable. I wish you would have your experts look into this possibility and report back to us what their opinion is.

Mr. SHILLITO. Yes, sir.

(The information follows:)

In a very limited number of instances in which the DoD programs for major facilities in multiple year increments, it may be advantageous to construct these increments under a single construction contract. Contract procedures are available to accommodate these cases, provided that the program documents clearly describe to the Congress the incremental nature of the total project. The following is a very brief description of the procedures which can be utilized:

Total design of the complete facility must be accomplished so that upon authorization and appropriation of the initial increment of the facility, the project may be advertised and bids taken upon the total project. The contract documents and the bid forms clearly identify the individual increments of project work and establish a percentage of total project value for each increment. The contract further provides the government the option to award successive increments at the value established by the bid. The successful bidder is determined by the low bid for the total project, with the contract award made in the amount of the initial increment value. As the contract only obligates the government to the value of the award price for the initial increment, total project authorization and funding is not required. If the successive facility increments are authorized and funds appropriated within the time frame specified within the contract, the government may exercise its options to complete the total facility. Should the

contract option period expire, the contractor is required to complete the increments awarded and to demobilize without additional cost to the government.

Senator SYMINGTON. Mr. Secretary, on page 8 you state, I quote, "We have no plans for any further base closures or major reductions in the United States." Does the Defense Department have any plans to close additional overseas bases or installations and, if so, could you let us know where they are located?

Mr. SHILLITO. As you know, Mr. Chairman, this is a subject that has received a lot of discussion and a lot of publicity of late. We quite logically are looking at all of our installations but we have no major plans that you are not aware of. We will make an analysis of this and pass on as best we can the information related to all of our installations.

Senator SYMINGTON. Will you file for the record any information you have?

Mr. SHILLITO. Yes, sir.

(The information follows:)

Base closures and significant reductions of U.S. Forces personnel have been announced in the past year in the Philippines, Korea, Japan, Okinawa and, of course, in South Vietnam and Thailand. Other more minor actions have also been taken elsewhere in overseas areas. As can be appreciated, military bases used by the U.S. Forces in Southeast Asia are continuously being closed as a result of our redeployments from that area. Aside from the base closures in this area, there are no current plans to close any significant overseas bases which have not already been announced or implied by announced troop reductions such as in Korea.

As we continue to evaluate the various Defense programs in relation to the FY 1973 Defense Budget and our future overseas posture, depending upon the actions of the Congress, it is possible that additional overseas bases may have to be closed. However, as of this date, we have no plans for any significant base closures in overseas areas.

Senator SYMINGTON. Going back to the line of questioning, re the BRAB, in-depth studies of Department of Defense operations are usually very expensive and time consuming. In your opinion, were the funds allotted sufficient to obtain a thorough, accurate, quantitative set of findings?

Mr. SHILLITO. I have heard nothing to cause me to believe that the funds were inadequate or that the study effort was constrained in any way due to lack of funds but I would like to be corrected relative to this if I am wrong.

Mr. SHERIDAN. That is right.

Senator SYMINGTON. Question 5 had to do with the BRAB report recommending the Air Force be made a separate design and construction agency, and under section 704. Have you asked the Air Force what its actual intentions are in this respect?

Mr. SHILLITO. Indeed not formally, Mr. Chairman. In fact, in every instance where this has been a topic that I have been involved in as regards the Air Force, it has more related to separate projects, individual projects that the Air Force wanted to assume responsibility for. I will have to check this out. I believe the Air Force has made it clear that they do not plan to embark on a program that would lead to a separate organization of the magnitude of the Corps of Engineers or NAVFAC but they would also like to take on more in the way of projects that are comparable to those which these two other organizations are qualified to handle.

Senator SYMINGTON. The way I understand it, you feel that by giving the Air Force authority to design and construct somewhere between $60 million and $100 million per year, you would severely reduce the efficiency of the present design and construction agents. Is this correct?

Mr. SHILLITO. I don't know whether I would say severely reduce the efficiency but on balance I would say that is a correct statement, Mr. Chairman, yes, sir.

Senator SYMINGTON. We note in the department there have been ups and downs, ranging from $200 million to $400 million per year. It is difficult to see how taking away $60 million to $100 million, per year, could make them inefficient. Would you comment on that?

Mr. SHILLITO. I would like to suggest that with this recommendation in the BRAB report that we would be well advised to await the responses, the staffing of the report, in that, of course, one of the responses will be as has been from the Secretary of the Air Force, and Secretary Seamans will as a result of that response very specifically touch on a few of these points. I, too, would like very much to obtain his position as regards these points, Mr. Chairman.

Senator SYMINGTON. Thank you.

Would you furnish this committee the number of military civilians employed in design and construction of the military construction program by the Army Corps of Engineers and the Naval Facilities Engineering Command? We would appreciate the numbers at each level from the districts up through the Washington level, for the fiscal years 1968 through 1971.

Mr. SHILLITO. We will.

(The information follows:)

The number of Corps of Engineers and Naval Facilities Engineering Command employees involved in design and construction of the military construction program are as follows:

CORPS OF ENGINEERS

	Fiscal year 1968			Fiscal year 1969		
	Military	Civilian	Total	Military	Civilian	Total
Headquarters	27	353	380	17	332	349
Division office	26	423	449	9	580	589
Districts	208	5,544	5,752	316	5,390	5,706
	Fiscal year 1970			Fiscal year 1971		
Headquarters	14	282	296	15	269	284
Division office	16	508	524	11	477	488
Districts	390	4,123	4,513	388	3,818	4,206

NAVAL FACILITIES ENGINEERING COMMAND

	Fiscal year 1968			Fiscal year 1969		
	Military	Civilian	Total	Military	Civilian	Total
Headquarters	9	159	168	9	159	168
Field offices	[1] 59	2,860	2,919	[1] 63	2,932	2,995
	Fiscal year 1970			Fiscal year 1971		
Headquarters	9	143	152	9	135	144
Field offices	[1] 52	2,471	2,523	[1] 45	2,104	2,149

[1] Excludes military personnel assigned to construction field offices in Vietnam and Thailand, which averaged approximately 100 officers during this period.

Senator SYMINGTON. Thank you. I notice in the discussion of in-house as against the work to outside architects and engineering firms the comments of the BRAB on that.

We had a letter from someone who questioned the way these contractors are chosen. These are cost plus contracts, are they not in effect?

Mr. SHILLITO. Most architect and engineering contracts are lump sum. They are minimum risk type contracts, Mr. Chairman.

Senator SYMINGTON. And some people feel that special preference is given to certain contractors. How do you pick these contractors when there is no competition?

Mr. SHILLITO. Mr. Chairman, the contractors are selected on the basis of the most qualified contractor to do that particular job and the individual service awarding the contract that we are concerned with, the architect and engineering contract we are concerned with, goes into great detail in making the selection.

Now about a year and a half ago I made quite a point relative to architect and engineering contractor selection. I might mention that this led to a very extensive test. I don't recall how long that test ran but it was about 6 to 8 months. I was pretty much the stimulant of this test and it was supported by the General Accounting Office. My feelings, which I still believe to be the case, were that the selection of architect and engineering contracting should be awarded on a technical basis and architect and engineering contracting firms should be required to submit technical competitive proposals.

Senator SYMINGTON. You say architect and engineering.

Mr. SHILLITO. Architect and engineering firms should be required to submit technical competitive proposals and that the award then should be made, and that all qualified firms or firms believing they were qualified should have the opportunity to submit such proposals and that the award then should be made after careful analysis on the part of the awarding service. The award then should be made on a technical basis.

Concurrent with their submittal of their technical proposals, it was my recommendation, as a result of this study, that the architect and engineering firms competing also submit their estimates to do the job but that the estimates not be the basis for making the award. We had planned to test this approach and it was recommended by the Congress that we pretty much stay with the approach that we have been using over the years rather than going further with the test. I frankly still believe, Mr. Chairman, that we should have gone ahead with the test.

Senator SYMINGTON. Would you file for the record your concept of what that test would be?

Mr. SHILLITO. I will indeed.

(The information follows:)

The background of the Architect-Engineer (A–E) selection test and the proposed procedure are described below.

DoD contracts for A–E services over the past years have been awarded on the basis of negotiations rather than on the basis of price competition. Basically, a Selection Board reviews the qualifications and other factors relating to the ability of A–E firms to perform the required work and establishes a slate of at least three firms in order of preference. Price negotiations based on a government estimate and cost information submitted by the A–E are then conducted with the first firm. If negotiations with the firm are unsuccessful, negotiations are

then conducted on a sequential basis to the next firms on the slate until a contract is awarded. A–E contracts are normally awarded on a fixed price basis.

In a report of April 1967, the GAO among other items concluded that the DoD method of procuring A–E services did not comply with 10 USC 2304(g) which requires that proposals be solicited from the maximum number of qualified sources consistent with the nature and requirements of the services to be procured and discussion held with all offerers who submit proposals within a competitive range price and other factors considered. The DoD position was that the statute permits selection on the basis of technical ability when the members of the profession reject price competition and that pending clarification by Congress, it was planned to continue the present practice.

This matter lay dormant until December 1969 when due to renewed interest by both GAO and Congress, a study was initiated within DoD on A–E contracting and completed in May 1970. Among many recommendations contained in the study report was a suggestion that a new selection procedure be tried under which A–E firms would provide technical proposals accompanied by a sealed envelope containing an estimate of price. Under this system a Selection Board would place a minimum of three firms in order of preference based on an evaluation of qualifications and technical proposals. The sealed envelope containing the prices would then be opened and a decision made as to whether the order of selection should be changed based on the price estimate provided by the A–E firms. A one-year test of this revised selection procedure was scheduled to start in two field offices of the construction agencies in August 1970.

The A–E profession strongly opposed the tests primarily on the basis that (a) price would become the dominant factor in the selection process, and (b) the furnishing of technical proposals involved considerable costs. This opposition reached Congressional levels resulting in two actions: (1) language was included in Section 604 of the FY 1971 Military Construction Authorization Act P.L. 91–511 stating that A–E contracting "unless specifically authorized by the Congress shall continue to be awarded in accordance with presently established procedures, customs and practices" and (2) H.R. 16443 was passed by the House which would essentially provide a system for A–E contracting comparable to that currently being practiced by DoD. However, the legislation would permit obtaining alternative conceptual designs from A–E's to assist in selection. H.R. 16443 was approved by the Senate Government Operations Committee near the end of the 91st Congress, but did not reach a floor vote. Among the items discussed by the Congressional Committees in their review of A–E procurement practices was the matter of the current 6% statutory limitation on A–E fees. The Committees considered that this should be retained and therefore H.R. 16443 made no modifications to this limitation on fees.

In view of the Congressional action, the test proposal of revised A–E procedures was withdrawn on October 15, 1970. No action is planned to change the present provision in Section 604, P.L. 91–511, and procurement of A–E services will continue essentially as in the past.

Recommendations of the study group which would improve A–E practices within the general framework of the basic policy are being implemented. No further modifications on A–E contracting are planned at this time.

The matter of procurement of A–E services is one of the areas currently under review by the Commission on Government Procurement.

Senator SYMINGTON. Apparently in any community there are at least some architects and engineers that have what you call a fair advantage in this field over the years.

Mr. SHILLITO. Yes, sir.

Senator SYMINGTON. And actually when you choose them, regardless of the quality of the job they do, in effect you are guaranteeing them a return, are you not?

Mr. SHILLITO. You indeed do.

Senator SYMINGTON. Why do you think it is that a relatively few numbers of companies, considering the total number of architects and engineers, over and over again get so many contracts from the Department of Defense?

Mr. SHILLITO. I think your experience would cause you to develop the same conclusion that I would have here, Mr. Chairman, and that is, when you are thinking of awarding architect-engineering contracts, a contract that ties to the need for highly qualified, technically competent people, a consulting contract, you look at the competency of the people, frequently comparatively few that you really want to do the job that you are concerned with.

Senator SYMINGTON. But it is public money that you are distributing.

Mr. SHILLITO. Yes, sir.

Senator SYMINGTON. I found, as a former businessman, that often instead of going to a law firm with 86 names in it, if you found a good young hungry lawyer——

Mr. SHILLITO. Yes, sir.

Senator SYMINGTON. You could get a better job perhaps than if the senior partner in a law firm assigned it to some clerk who was in there because he was a cousin of one of the other senior partners. Do you understand my point?

Mr. SHILLITO. Yes, sir.

Senator SYMINGTON. I just wonder why some companies are so consistently—I wouldn't want to use the word inadvisably—"favored" as there really isn't any competition; and inasmuch as our resources are limited, I would be very interested in what your competitive suggestion was.

Mr. SHILLITO. Yes, sir, Mr. Chairman. If we may, we will give you a complete recap of the study that we conducted of the tests that we had planned to run and how this was put together and our reasons as to why we felt this was a logical thing to test. We believe that our recommendations warranted consideration.

Senator SYMINGTON. Under present procedures you can be more judicious, as I understand it. Is that correct?

Mr. SHILLITO. Yes, sir.

Senator SYMINGTON. You have stated that you could not accept the Air Force costs because of the differences in the accounting systems, and the opinion that the Air Force does not include all the costs associated with design and construction. It should be relatively simple to run an audit on the work you give the Air Force and prove out what the actual costs are.

Mr. SHILLITO. There is no reason at all why we can't do that, Mr. Chairman. In fact, that is exactly what we did, along with other considerations in arriving at the recommendation to not give one or two of the projects that have been under consideration to the Air Force.

Senator SYMINGTON. We gather you concluded that giving the Air Force the work they asked for would so increase the total costs of doing business at any particular base, that even their commitments for reduced costs could not offset it. Is this correct?

Mr. SHILLITO. The total cost; yes, Mr. Chairman.

Senator SYMINGTON. Thank you. Did you make an analysis of what these increased costs would be at the time your decision on the Air Force requests was made?

Mr. SHILLITO. We did.

Senator SYMINGTON. Would you file that for the record?

Mr. SHILLITO. As best we can, Mr. Chairman, we will.
(The information follows:)

The extent of the analysis conducted is shown in the insert for the record contained earlier in the transcript. Because of the innumerable impacts of pro and con decisions considered in the analysis (e.g., cost for transfers and/or reduction-in-force for civil service employees by the construction agents at their field offices affected) quantifiable costs were not developed.

Senator SYMINGTON. Thank you.
The report shows also that it cost the Army 14½ percent to handle its own work, but they charged the Air Force 17.1 percent. The Navy did its own work for 12.2 percent, but charged the Army 13.1 percent and the Air Force 13.3 percent.
The Air Force handled its work for 12.6 percent. In all frankness wouldn't this indicate it is more cost effective for each agency to do its own work?
Mr. SHILLITO. It would cause me to believe each of these particular instances should be looked at and, as you indicated earlier, the elements reviewed and determination made, sir.
Senator SYMINGTON. Thank you.
We will now take up title 7 of the bill which relates to the general provisions. For the most part they are identical to those of prior years. We will address ourselves only to the two provisions; namely, 705 and 707, where changes are proposed.
Section 705(a) continues in effect the previously established policy of repealing military construction authorization that has not been used within a specified period after enactment—about 2 years. This year you are proposing an amendment to make it clear that all unused NATO infrastructure authorizations are not automatically repealed.
Will you explain why you believe this is necessary?
Mr. SHILLITO. Yes; I would like to have Mr. Sheridan cover these segments.
Mr. SHERIDAN. That is because of the peculiar manner in which the NATO infrastructure projects are funded where each NATO country contributes a portion of the funds and it is different than the way our normal construction projects are authorized. There is a question in the way the law is written now, according to our legal advice, as to the automatic repeal of NATO infrastructure unless this new language is included by the Congress solely for the purpose of protecting the commitments of the United States.
Senator SYMINGTON. It always has been that way, hasn't it?
Mr. SHERIDAN. It has been that way but the question has arisen.
Senator SYMINGTON. How much infrastructure authorization is outstanding at this time?
Mr. SHERIDAN. We will have to furnish that for the record.
(The information follows:)

As of July 1, 1971, unused authorization will be $53.4 million.

Senator SYMINGTON. What is it, roughly?
Mr. SHILLITO. Approximately $50 million.
Senator SYMINGTON. In section 704, you propose three changes in existing law. The first would amend section 2674(a), title 10, United States Code, the minor construction authority, by eliminating, for

those projects which will result in savings in maintenance and operations costs in excess of the cost of the project, the requirement for a determination that a project is urgently needed.

Within what period of time would this savings have to occur?

Mr. SHERIDAN. Within a 3-year period, Mr. Chairman.

Senator SYMINGTON. Could you give us some examples of the type of project this may be applicable to?

Mr. SHILLITO. We will.

General Meredith.

General MEREDITH. The type of projects, for example, would be remoting a utility plant system whereby we could save manpower and centralize the control of those plants in one specific place. Another case would be where we could tie into another part of one installation to another one by having a central building of our power with a new substation item of this nature and thereby get a higher demand capacity, lower rate and save our money in that time. Items of this nature.

Senator SYMINGTON. The second change proposed in section 707 would amend section 2672, title 10, United States Code, to increase the authority the Secretary of a military department now has to acquire any interest in land from $25,000 to $50,000, and would authorize the acquisition of interests in land by exchange.

Why do you feel the need for this increase in authority at this time?

Mr. SHERIDAN. Prior to 1958, the limitation was $5,000 and it was increased that year to $25,000. We feel that with the escalation of real estate values since that time a $50,000 authority is necessary for the services to respond to unforeseen land requirements.

Basically it is to cover the escalation. In 1958 the Congress increased the authorization to the Secretaries from $5,000 to $25,000 and the values of land have gone up now so the $50,000 seems more appropriate and would be consistent with the legal requirement to report land acquisitions in $50,000 or excess to the Congress. The addition of an exchange authority tied to the minor land authority fills an existing void and would permit acquisitions without the expenditure of Federal funds.

Senator SYMINGTON. Thank you.

Finally, section 2677(b) would be amended by deleting the requirement that the price of an option on a parcel of real estate must be credited to the purchase price of the property if the acquisition is completed?

What generates this requirement at this time?

Mr. KERR. I am Allan Kerr, Director of Real Property Management, Department of Defense. From a practical standpoint, Mr. Chairman, we have not been able to use this authority. We are unable to negotiate with the landholders with this kind of restriction since it is, in effect, a discount on the purchase price of the property if held over anything but a short time period. We feel over a long option period we could get a better arrangement for the Government without it and would make our real estate acquisition practices more consistent with civilian practices.

Senator SYMINGTON. Thank you.

Have you failed to acquire any property on which you had an option because of this provision of law?

Mr. KERR. No; since the option once executed is contractual in nature. On the other hand, we have had difficulty in the acquisition of the option itself because of the requirement to credit the option cost to the total cost of acquisition. We have attempted to use this authority so seldom because of the restriction that I really would have to furnish that exactly.

Senator SYMINGTON. Would you check it for the record?

(The information follows:)

For the record, two recent examples of unsuccessful attempts to acquire options are the acquisition of lands authorized at Homestead AFB, Fla., in the fiscal year 1971 military construction program and the acquisition of land at Luke AFB, Ariz., requested in the current program.

Senator SYMINGTON. We appreciate your tolerance and the patience of you and your staff this morning.

The hearing will recess until 2:30 this afternoon at which time the Air Force will appear.

(Whereupon, at 12:20 p.m., the hearing was recessed until 2:30 p.m. of the same day.)

MILITARY CONSTRUCTION AUTHORIZATION ACT OF 1972

THURSDAY, JUNE 3, 1971

The Military Construction Subcommittees of the Committee on Armed Services and the Committee on Appropriations met in joint session, pursuant to recess, at 2:35 p.m., in room 212, Old Senate Office Building, Senator Stuart Symington (chairman) presiding.

Membership of the Military Construction Subcommittees of the Committee on Armed Services is as follows: Senators Symington (chairman), Jackson, Ervin, Cannon, Byrd, Jr. (Virginia), Thurmond, Tower, and Dominick.

Membership of the Military Construction Subcommittee of the Committee on Appropriations is as follows: Senators Mansfield (chairman), Proxmire, Montoya, Hollings, Brooke, Boggs, and Percy. (Ex officio members: Senators Ellender and Young of North Dakota.

Present: Subcommittee on Military Construction of the Committee on Armed Services: Senator Symington (presiding).

Subcommittee on Military Construction of the Committee on Appropriations: Senator Mansfield.

Also present: From the Senate Armed Services Committee: Gordon A. Nease, professional staff member; and Mary E. Keough, clerical assistant.

From the Senate Appropriations Committee: Vorley M. Rexroad.

Senator SYMINGTON. We will continue the hearings this afternoon, taking up title III of the Air Force portion of the construction bill.

Before calling our witnesses, Mr. Leader, have you any questions you would like to ask against the testimony this morning?

Senator MANSFIELD. No, thank you.

Senator SYMINGTON. Our principal witnesses will be Maj. Gen. Guy H. Goddard, Director of Civil Engineering; Brig. Gen. M. R. Reilly, Deputy Director of Civil Engineering, Department of the Air Force.

General Goddard, do you have a statement?

STATEMENT OF MAJ. GEN. GUY H. GODDARD, DIRECTOR OF CIVIL ENGINEERING, DEPARTMENT OF THE AIR FORCE; ACCOMPANIED BY BRIG. GEN. M. R. REILLY, DEPUTY DIRECTOR OF CIVIL ENGINEERING

General GODDARD. Sir, I have a very brief statement.

Senator SYMINGTON. Would you like to read it?

General GODDARD. Yes, sir.

It is a pleasure to appear before these committees again to present the Air Force fiscal year 1972 military construction program.

As always, the primary objective of this program is to support the force and deployment goals presented to the Congress in the Air Force Chief of Staff's posture statement. In addition, this program provides another essential element of a phased plan to modernize our existing plant by upgrading or replacing buildings and structures that can no longer be economically retained or operated. To achieve these goals, the bill now before your committee requests $393,933,000 in new authorizations for the Air Force.

The primary subdivisions of this request are as follows:

Regular construction	$277,520,000
Family housing	102,163,000
Reserve Forces	14,250,000
Total	393,933,000

My comments today are directed to the construction request for the Regular Forces. We are prepared to support the family housing and the Reserve Forces authorization request in a separate hearing in accordance with your regular procedure.

Before going into the details of the regular program, I would like to cover briefly a few topics in which your committees or others in the Congress have expressed an interest. In addition, it is appropriate that I review briefly the significant management actions that have been brought to bear in presenting only a viable program to the Congress and on effectively utilizing the construction resources provided by your committees and the Congress in prior years.

LONG-RANGE PLANNING

The key to successful long-range planning and programing is the firm technical evaluation of requirements and selection of proper time frame and method of action. Some deficiencies and requirements can be met through appropriate and timely maintenance and repair. Others require major rehabilitation or replacement, even new construction in the case of new requirements. It is indeed poor planning to make surface repairs to facilities when major deficiencies exist which must soon be corrected by extensive repair or replacement. Conversely, it is equally foolish to replace a structure which can be made adequate by repair. As I noted last year, we are using the real estate inventory report as a basis for planning and programing. The Air Force is requiring that each building or structure in the inventory be inspected by an engineer and that all maintenance, functional layout, structural, and other deficiencies be identified and that corrective action be planned by year and program, that is, O. & M. or MCP, on a sound technical basis.

This MCP is part of the total program and represents professional engineering judgment that military construction authority is needed for these projects in fiscal year 1972. The program before you was developed on this basis and laboriously fine-tuned by the best qualified functional experts in the Air Force to assure that the mission requirements remain valid throughout the foreseeable future.

DEFICIENCY AUTHORIZATION

I am pleased to report that this year's bill contains a request for deficiency authorization for only one item previously authorized. The

amount, $243,000, represents the smallest request in many years. I might further add that under the increased flexibility for single line items provided in the more recent fiscal years 1970 and 1971 authorization acts, this request for deficiency authorization would not be necessary.

CONSTRUCTION MANAGEMENT RESPONSIBILITIES

Section 604 of Public Law 91-511 provided that Air Force construction be contracted for by the Army Corps of Engineers, the Naval Facilities Engineering Command or such other department or Government agency as the Secretary of Defense approves as the most efficient, expeditious, and cost effective. We support the legislation. We think it is good because it provides visibility to Congress for judging the stewardship of the three services on these programs. We, like the other services, must not only justify our programs to the Congress, but also defend the effectiveness and efficiency with which they are executed and account in detail for the funds expended.

We review our program annually with this in mind and request approval of the Office of the Secretary of Defense wherever it is clearly most efficient and expeditious for the Air Force to manage its own design and construction. Our requests are based on effective utilization of available professional resources; on maximum efficiency and economy; and, finally, in those instances where existing Air Force expertise and involvement make it impracticable to involve a third party in the process.

DEPOT PLANT MODERNIZATION PROGRAM (DPMP)

Last year we informed your committees of the need to modernize the depot plant in the Air Force Logistics Command. We also provided advance information on the comprehensive depot plant modernization program that we were developing for fiscal year 1972 through 1976. Secretary Seamans emphasized this program earlier this year in his opening statement in support of the Air Force appropriation request. This program includes modernization of maintenance and distribution facilities and equipment at the five air material area depots and Newark Air Force Station, Ohio.

Our present depot plant, primarily of World War II origin, must be updated to efficiently support modern complex weapon systems. Under this program, existing substandard shops and warehouses and jet engine test cells will be modernized or replaced to increase effectiveness and decrease costs. In the process, dispersed operations will be centralized to decrease overhead, eliminate the requirement for duplicate equipment, and decrease flow times and transportation expenses. Phased with construction will be the procurement of mechanized handling systems and state-of-the-art maintenance and repair shop equipment.

Material processing facility projects, which consist of phased construction and the procurement of mechanized handling equipment, furnish an excellent example of our request. Each depot has the prime responsibility to provide worldwide support for their designated weapon systems. Last year material valued in the billions of dollars was processed through the depot system in support of Air Force activities worldwide.

Presently, the receiving, packing and shipping of material is accomplished in a largely manual operation in dispersed locations throughout each depot, usually in old warehouses adapted for these functions. The result is highly inefficient use of labor and equipment and excessive manual rehandling and damage to material. Modern materials-handling technology provides the means for vast improvement in the cost effectiveness of this type of operation. Existing buildings just cannot be used to exploit the huge potential of mechanization of this operation. This is but one type of requirement in this program. Justifications for other projects within this request are equally valid and we will discuss each in as much detail as you desire.

The full 5-year program, as we now envision it, will require an investment of $280 million in military construction and the acquisition of $184 million in equipment. We strongly believe that maximum results can only be achieved through this method of planning, budgeting and programing. This integrated effort will also provide total visibility for both investments and benefits.

This program will provide for the accomplishment of the normal peacetime organic workload at greatly reduced costs and with increased effectiveness and will inherently increase the plant's capacity to respond to emergencies.

This year we are requesting $56 million for construction and $22 million for procurement of mechanized handling and modern shop equipment. The projects in this program amortize through hard savings in less than 3 years. As the Chief of Staff put it, this is a case of spending money to save money.

ENVIRONMENTAL PROTECTION

Our objective in this area is to comply with the national objective in environmental protection and enhancement. The Air Force has a tremendous stake in environmental protection including for example, an investment of over $250 million in facilities for waste water collection and disposal. Since fiscal year 1967, we have spent over $11 million on air pollution abatement projects and over $42 million on water pollution abatement projects.

In fiscal year 1972 we are proposing MCP projects for air pollution control totaling $15.220 million and projects for water pollution control totaling $8.805 million. These projects are required to bring these specific Air Force installations into compliance with applicable air and water standards by December 31, 1972, as the President directed in Executive Order 11507.

PERSONNEL HOUSING AND COMMUNITY SUPPORT

Living conditions and community support facilities are definite and specific sources of dissatisfaction and are problems directly related to attaining and sustaining the force. Our bachelor housing must be attractive, provide adequate space and allow for individual privacy. We are working toward solving this problem by (1) upgrading and modernization of existing facilities and (2) construction of new quarters to replace old World War II facilities. We are requesting $40.4 million in this year's program for this purpose.

Over 40,000 Air Force bachelors—exclusive of SEA—are currently residing in substandard quarters that cannot be economically upgraded and that should be disposed of. We are, therefore, pursuing an optional residency course of action. We have requested from OSD authority to let our more senior personnel, where feasible, have the option to live off base and receive basic allowance for quarters, rather than live in the substandard, inadequate facilities.

Optional off-base residency, combined with successive reasonable increments of new construction, can result in quality facilities for bachelor personnel. The ultimate Air Force goal is for continued construction and modernization of facilities until each bachelor is housed in an individual room of appropriate size, furnishings, and accommodations.

Adequate housing will be a major factor in achieving zero dependence on the draft and the military construction efforts in this area will play a significant role in the success of the total program. We are also aware of the impact suitable on-base community support facilities will have on the all-volunteer force. Accordingly, over $15 million in projects is included for that purpose in this year's program.

INNOVATIONS IN BUILDING CONSTRUCTION

The Armed Services and Appropriations Committees in hearings during the past several years have emphatically expressed concern about the rising cost of construction and clearly asked us to take positive steps which would enable us to acquire facilities more economically. Specifically you asked us to:

—try less conventional construction methods such as turnkey;

—use new and innovative techniques such as two-step design/construct procedures;

—reduce costs through use of other than routine design and bidding procedures;

—take advantage of advances in industrialized housing being developed by private industry.

We had previously explored and successfully used both two-step and turnkey procedures. Now we have expanded those efforts to include industrialized construction techniques. Our plans are the result of an intensive feasibility study which began in June 1970.

The study was a joint effort by an Air Force team of architects and engineers and an architect-engineer firm with outstanding experience in the use of industralized building techniques. Specifically, the study was carried out to determine if industrialized techniques could be used to acquire economical high quality Air Force facilities for a segment of our fiscal year 1972 military construction program. This included preparation of a detailed prospectus and questionnaire which was submitted to over 150 firms in the industry; evaluation of industry response to the questionnaire; and personal visits to more than 40 firms located across the United States. Included for consideration were these four basic facility categories:

	Millions
Bachelor enlisted quarters	$20.2
Bachelor officer quarters	6.6
Operation/administration/training facilities	16.5
Warehouses	4.8

Our study findings are summarized as follows:

Industry response was highly favorable.

Industry is currently producing facilities which can satisfy Air Force requirements.

Quality will equal or exceed that obtained using conventional construction techniques.

Construction times can be reduced.

Construction and management cost savings of 10 percent to 15 percent can be realized.

As a companion effort, we made a parallel study to determine the desirability and economics of applying industrialized construction techniques to family housing. We found an equally gratifying response from the industry.

We are exploring this new concept in both fields with the Office of the Secretary of Defense and are confident that significant cost and time savings can be achieved. For the future, this concept will be further evaluated for possible application against other Air Force facilities.

PROGRAM CONTENT

Attached to the printed copies of my statement are narrative descriptions of the entire program content broken out by category of facilities, by command totals, and by mission elements supported. There is no authorization requested in the Air Force potion of this bill for construction in Southeast Asia.

Brigadier General Reilly and his supporting witnesses are prepared to discuss our program with you in complete detail.

I thank you for the opportunity to appear once again before your committees. If there are any questions about our program, we will be pleased to provide additional information.

(The statement follows):

TABLE I.—*Department of the Air Force fiscal year 1972 military construction authorization program for the Active Forces*

Command:	*Thousands*
Inside the United States:	
Aerospace Defense Command	$3,470
Air Force Communications Service	782
Air Force Logistics Command	83,714
Air Force Systems Command	15,313
Air Training Command	34,646
Alaskan Air Command	2,501
Headquarters Command	3,198
Military Airlift Command	15,170
Pacific Air Forces	2,396
Strategic Air Command	34,116
Tactical Air Command	26,092
U.S. Air Force Academy	866
Pollution abatement	23,040
Total inside the United States	251,304
Outside the United States:	
Aerospace Defense Command	3,277
Pacific Air Forces	1,995
Strategic Air Command	850
U.S. Air Forces in Europe	5,627
U.S. Air Force Security Service	1,497
Pollution abatement	985
Total outside the United States	14,231

TABLE I.—*Department of the Air Force fiscal year 1972 military construction authorization program for the Active Forces*—Continued

Command—Continued	
Sec. 302:	
SRAM	6,000
Aerospace communications system	1,685
Theater AB vulnerability	4,300
Total sec. 302	11,985
Sec. 303:	
Unforeseen construction	(10,000)
Total sec. 303	(10,000)
Total new authorization	277,520

TABLE II.—DEPARTMENT OF THE AIR FORCE, FISCAL YEAR 1972 MILITARY CONSTRUCTION AUTHORIZATION PROGRAM

ACTIVE FORCES SUMMARY BY PROGRAM ELEMENT

[Dollar amount in millions]

	Amount	Percent of total
Strategic forces	$41.5	15.0
General purpose forces	30.7	11.1
Specialized activities	18.1	6.5
Airlift and sealift	16.1	5.8
Research and development	34.2	12.3
Logistics	71.6	25.8
Personnel support	55.4	19.9
Administration	9.9	3.6
Total	277.5	100.0

TABLE III.—DEPARTMENT OF THE AIR FORCE FISCAL YEAR 1972 MILITARY CONSTRUCTION AUTHORIZATION PROGRAM

ACTIVE FORCES PROGRAM BY CONSTRUCTION CATEGORIES

[Dollar amount in millions]

	Amount	Percent of total
Operational	$36.9	13.3
Training	14.9	5.4
Maintenance	53.6	19.3
Research, development, and testing	27.0	9.7
Supply	23.9	8.6
Hospital and medical	20.8	7.5
Administration	8.9	3.2
Bachelor housing	40.4	14.6
Community	15.8	5.7
Utilities	34.5	12.5
Real estate	.8	.3
Total	277.5	100.0

NARRATIVE CATEGORY ANALYSIS

Operational facilities, $36.9 million

This category represents 13.3 percent of the authorization request. It contains such essential items as airfield pavements, aircraft fueling support facilities, flight operations buildings, air passenger terminals, communications facilities, and navigational aids. Important items in this category are the Logistics Management Facility for $6.9 million at Wright-Patterson AFB, AUTODIN (Digital Subscriber Terminal Equipment—DSTE) facilities at 59 sites worldwide for $1.1 million, aircraft shelters at Keflavik, Iceland, for $1.4 million, and the second and final phase of the Command and Control Facility at Offutt AFB for $0.6 million to install the second of two dual computers. Also included

is a project for the final increment of the original TAB VEE program for $4.3 million.

Training facilities, $14.9 million

Training Facilities included in this construction program cover a wide range of Air Force Training activities; such as training for pilots, navigators, aircrews, and base maintenance personnel. Major projects are: pilot training facilities at Vance Air Force Base, Oklahoma and Williams Air Force Base, Arizona, a technical training facility for base maintenance personnel at Sheppard Air Force Base, Texas, and an aircrew training facility at Castle Air Force Base, California. Another significant project in this group is a complex for $2.5 million at Lowry Air Force Base, Colorado, to provide an effective environment to accomplish essential personnel education and behavioral-oriented rehabilitation activities.

Maintenance facilities, $53.6 million

The Maintenance category represents 19.3 percent of our request. It contains facilities to support aircraft and engine maintenance activities, special purpose shops, as well as shops to support maintenance of base facilities. Also included in this category are fourteen projects totaling $33.6 million for modernization of Air Force Logistics Command's depot facilities. This category also provides for continuing our program for adequate facilities for nondestructive inspection of aircraft components and to provide protection from the hazardous noise generated during jet engine tests required in the maintenance and testing of the engines.

Research, development, test, and evaluation, $27.9 million

A vigorous R&D program is an investment in our future security. This segment of our construction request provides the buildings, laboratories, and specialized test structures that are required in the conduct of a quality R&D program. The largest single project is the materials laboratory building for $11.3 million, at Wright-Patterson AFB, Ohio. Other major projects are the high velocity test track addition at Holloman AFB, New Mexico for $6.0 million; the human resources research facility for $2.9 million at Brooks AFB, Texas; and an aircraft arresting systems research facility at Edwards AFB, California, for $1.6 million; and the optical physics laboratory for $1.3 million at L. G. Hanscom Field. Projects of smaller dollar magnitude, but no less important to our development programs, include an armament ballistics research facility, an armament assembly and integration facility, and a radar tracking facility, all located at Eglin AFB, Florida. Also included are a transonic test facility alteration and propulsion engine test facility alteration at Arnold Engineering Development Center, Tennessee; an addition to the radar target research test facility at Westover AFB, Massachusetts, and a test range optical tracking facility at Vandenberg AFB, California.

Supply facilities, $23.9 million

Supply facilities include general warehousing at Luke Air Force Base, Arizona, Shaw Air Force Base, South Carolina, and Vandenberg Air Force Base, California, and fuel supply facilities serving Pease Air Force Base, New Hampshire and Dover Air Force Base, Delaware.

The major portion of this category is for $21.6 million for modernizing Air Force Logistics Command depot facilities.

Medical facilities, $20.8 million

This year's program continues the Air Force plan for the replacement of World War II type medical facilities. Specifically, this request seeks to replace the outmoded and seriously deteriorated hospital facility at Hill AFB, Utah, at a cost of $5.3 million, and the functionally obsolete dispensary facility at Brooks AFB, Texas, at a cost of $1.1 million. The program also provides for a new hospital at Pease AFB at a cost of $7.8 million, an addition to the composite medical facility at Davis-Monthan AFB, Arizona, at a cost of $4.3 million, and alteration of the composite medical facility at Edwards AFB, California, at a cost of $0.4 million. A replacement dental facility for Altus AFB, Oklahoma, for $0.4 million and an Environmental Health Laboratory at Kelly AFB, Texas, for $1.6 million, completes the medical facilities requested in this year's program.

Administrative facilities, $8.9 million

Effective use of the resources provided to the Air Force requires the application of efficient and advanced management techniques. It is our continuing objective to house management and administrative personnel in facilities that

will enable them to achieve maximum productivity. Toward achieving this goal, we are requesting $2.0 million to construct a modern efficient base personnel office, located at Sheppard AFB, Texas, and a headquarters facility at Bolling AFB, D.C. for $3.3 million.

Other significant construction in this category includes $0.7 million for a base headquarters facility at Tyndall AFB, Florida; $0.7 million for a headquarters facility at Reese AFB, Texas, and $0.2 million to expand the printing plant at Edwards AFB, California.

Community facilities, $15.8 million

Community facilities are requested in order to provide for the welfare and morale of our military personnel and dependents, both in the United States and overseas. This category includes facilities for religious activities, commissioned and noncommissioned officers open messes, postal facilities, gymnasiums and libraries for recreational and educational activities, and temporary lodging quarters. It also includes commissaries in the amount of $6.0 million at five locations in the United States where existing facilities are grossly undersized and new projects are required to provide adequate service to customers.

Bachelor housing, $40.4 million

The provision of suitable living quarters for our bachelor enlisted and officer personnel is viewed as a priority objective by the Air Force. This year $40.4 million or 12.8 percent of our request is for the construction of 4,976 new dormitory spaces at a cost of $21 million, and 504 new junior grade officers quarters at a cost of $6.9 million. We are modernizing 14,577 existing dormitory spaces and 233 officers quarters for $11.6 million and $0.9 million, respectively. Included in this program are two student housing composite buildings at our major Technical Training Centers, Lowry and Sheppard Air Force Bases, each proposing housing for 996 students. Buildings of this type provided in earlier programs have proven to be extremely effective. This is a continuation of a phased program to replace the old World War II barracks at the bases with modern composite structures.

Utilities, $34.5 million

Our utility package includes fire protection and pollution abatement projects as well as projects to install the necessary utility support for existing and programmed construction. This year's increment of projects for air pollution abatement is $15.2 million; and for water pollution abatement is $8.9 million. The installation of fire warning and protective systems is requested at nine locations at a cost of $1.5 milion. There are several major utility projects including a comprehensive utility system at Bolling AFB, Maryland, at an estimated cost of $1.1 million and a base road at Robins AFB, Georgia, estimated to cost $1.3 million. In conjunction with the AFLC Depot Plant Modernization Program, we have included an Electric Substation at Tinker AFB, Oklahoma, estimated to cost $1.0 million.

Real estate, $0.8 million

Funds are being requested for two real estate acquisitions. One item at George AFB, California provides for the fee purchase of 280 acres, and securing a restrictive easement for 277 acres—a total of 557 acres, at a total cost of $0.5 million. These tracts are needed to provide a clearance zone for aircraft operations in the corridor at the south end of the base. The other item is for the fee purchase of 26 acres at Luke AFB, Arizona at a cost of $0.2 million. This land will permit construction of a consolidated community center.

MALMSTROM AIR FORCE BASE, MONT.

Senator SYMINGTON. Thank you, General.

I have a few general questions for you before we get into the discussion of the various line items.

Senator, have you any questions?

Senator MANSFIELD. I only have one question at this time and that has to do with the orders issued by the Air Force, I think last October, that 150 WAFS would be moved to Malmstrom Air Force Base, Montana.

It is my understanding that the housing out there is exceedingly substandard and I was wondering what your reaction is to the question of the new barracks for these WAFS at Malmstrom?

General GODDARD. Senator, I think that we certainly could use a new dorm for them. Our problem is one of large requirement, and need to face it. I don't believe we have included it this year, but obviously there is a need, as there are at many places.

We would be more than happy to have the authorization in the bill.

Senator MANSFIELD. Well, I am delighted because I intend to propose to the committee that a dormitory for these WAFS be erected in Malmstrom, because the need is apparent. The winters are very severe, as you all know, General.

Would you furnish for the record complete information showing the justification for the new WAF barracks at Malmstrom?

General GODDARD. Yes; I would be glad to do so.

(The information follows:)

A new barracks estimated to cost $522,000 and capable of housing 120 WAFs, is required at Malmstrom Air Force Base. Currently there are 28 WAFs assigned. Seventy-five more WAFs are scheduled to arrive in October 1971. Most of these WAFs will be unmarried. Adequate facilities are required to properly accommodate single-women airmen residing on base. These facilities must provide sufficient space, environmental comfort and the degree of privacy necessary for proper rest, relaxation, and individual well being. At present, there is only enough adequate dormitory space to house the women airmen currently assigned. Total airmen housing requirements will exceed available assets with assignment of the additional WAFs. This will require that single women airmen find off-base housing. These women will often find it difficult to obtain satisfactory quarters without paying high rent; further, they will lose the on-base convenience of ready access to dining halls and recreational facilities.

Senator MANSFIELD. That is all I have to say, Mr. Chairman.

Senator SYMINGTON. Thank you, Senator.

General, particular emphasis this year seems to be placed on bachelor personnel housing. Would you briefly discuss this program.

General GODDARD. Yes, sir, Mr. Chairman. This is a continuation of a phased program for our bachelor personnel, both enlisted and officers.

We have placed great emphasis on this program in the last several years, particularly in 1970, 1971, and 1972. We still have considerable deficit and we will continue to place this emphasis on personnel facilities.

AIR AND WATER POLLUTION ABATEMENT

Senator SYMINGTON. You are asking around $24 million for air and water pollution abatement projects. Will this amount substantially complete your program as you now see it?

General GODDARD. Mr. Chairman, it is now apparent that some additional projects must be included in our fiscal year 1973 program. I am not able to say at this time what the dollar magnitude will be. The remaining projects to be accomplished under the fiscal year 1973 program will insure compliance with the Presidential Executive Order. We must also anticipate that as additional quality standards are developed and existing standards are made more stringent some additional facilities construction will be required.

Senator SYMINGTON. Approximately how much are you asking for overseas bases? We are particularly interested in your requirements for Western Europe.

General GODDARD. Out of our total program, Mr. Chairman, we have $18.9 million in overseas areas. As to Western Europe specifically, $10.4 million.

Senator SYMINGTON. Out of how much all told?

General GODDARD. This is out of a total request of about $277 in this title.

Senator SYMINGTON. It is about 1 percent for Europe?

General GODDARD. A little more.

Senator SYMINGTON. A little more is right.

Are you familiar with the so-called BRAB report? If so, what is your opinion of its findings and recommendations?

General GODDARD. Well, overall we think this was a good effort. It was a needed effort and we agree with it.

There are some very minor questions of discussion, particularly in the master planning, but overall we think the report is good. We support it and we are in the process of telling the Secretary of Defense.

Senator SYMINGTON. General, the committee is seriously concerned about the rising costs of military construction and has continually urged the services to find ways and means to reduce costs.

You testified earlier that the Air Force should have the right to select any Federal agency as design and construction agent, on the basis of cost effectiveness.

Do you think the Air Force is paying too much for such services?

General GODDARD. Yes, sir, Mr. Chairman, I do.

Senator SYMINGTON. This is getting back to what we were talking about this morning with Secretary Shillito. Why is it if you can do it for less that they give it to the Army Engineers?

General GODDARD. Mr. Chairman, I really don't know the answer to that. We have puzzled over that question ourselves. I am quite at a loss to answer that question. We continue to attempt to implement this section of the law by requests where we think we are clearly able to be cost effective and we will continue to do so.

Senator SYMINGTON. As I remember it, they do it for 14 percent overhead and charge you 17 and a half, when you figure you could do it for 12 percent.

What, in your opinion, is a fair charge for such services?

General GODDARD. I believe, and have had the goal for a couple of years, that 10 percent is sufficient. I am talking about somewhere around 4 to 5 percent for design, management, and somewhere around 4 to 5 percent for construction management, and I feel that this has been our goal. It is a reasonable objective and we hate to really pay any more than that.

Senator SYMINGTON. Are these percentages being met by the Army and the Navy?

General GODDARD. No, sir; they are not.

COST REDUCTION

Senator SYMINGTON. How do you feel our costs could be reduced?

General GODDARD. Well, I believe that the costs can be reduced through the adaptation of several of these techniques that we have pioneered and I mentioned in our statement. For example, we have pioneered two-step procurement where we use what is on the shelf in industry and the great bulk of our housing program this year has been done that way. We have asked builders to take the designs they

built for Mr. and Mrs. America and build them for us. Now, they did that without charging us any design and so far we are very elated over the results. I think you can save this money by using simplified plans and specifications and not calling out great details.

I think you can save this money by using industrialized construction where labor costs are one-half in the factory what they are on the site. So, if one has the right of self-determination in this matter he can use these new techniques. It is sometimes more difficult to get others to use them.

Senator SYMINGTON. Did you take this up with the Defense Department?

General GODDARD. Yes, sir; we have.

Senator SYMINGTON. What was their reply?

General GODDARD. Well, for example, as Mr. Shillito indicated this morning, they are very taken with our industrialized construction approach which I mentioned in the statement and which we spent a year to evolve.

Senator SYMINGTON. If they were taken with it, why didn't they accept it?

General GODDARD. Well, they approved it conceptually and gave it to the Army to implement and if that is sustained we would then have to teach the Army what we have learned in the past year.

Senator SYMINGTON. And pay them for the lesson, wouldn't you?

General GODDARD. Yes, sir. However, Secretary Seamans has seen fit to contest that decision and we are in the process of—hopefully we can convince the Department of Defense that our year's effort with industry to evolve industrial technology is conducive to letting us proceed to manage the program.

You also are aware, I am sure, as mentioned by Mr. Shillito this morning that we pioneered the George Air Force Base experimental housing which is an industrialized technique. So, in reality, Mr. Chairman, we are the only group in the Department of Defense that have real knowledge and experience in industrialized construction. It is for that reason we feel that we can save some money.

BASIS OF SAVINGS

Senator SYMINGTON. You made a definite commitment as to the savings that you could produce if you were given the responsibility, did you not?

General GODDARD. Yes, sir; we did.

Senator SYMINGTON. What did that amount to?

General GODDARD. Well, in general we said that we would perform in the conventional mode for 8 percent. That is, for everything, design and construction and management.

Senator SYMINGTON. What do you pay the Army to do that job that the Air Force could do for 8 percent?

General GODDARD. We have been paying them in the range of 15 to 17 percent, as indicated in the first formal report that was submitted to the Congress on this matter.

Senator SYMINGTON. What did you base these savings on?

General GODDARD. We based the savings on the techniques we used.

Senator SYMINGTON. The ones you previously referred to?

General GODDARD. Yes, sir.

Senator SYMINGTON. Has the Air Force requested any design and construction responsibility under section 604 of Public Law 91-511?

General GODDARD. Yes, sir; we requested in the 1971 military construction program, a program for about $59 million. We requested in the 1972 military construction program about $114 million.

Senator SYMINGTON. What did you get?

General GODDARD. Well, in the 1971 program we got $29 million for design and eight and a half for construction, and out of $114 million in the 1972 program we got $1 million.

Senator SYMINGTON. What was the reason given you for denying you all but $1 million?

General GODDARD. The reason was given essentially that OSD feels that the status quo is the best pattern, that the two established agents should continue to have the work and that our entry into the field would be duplication in some degree and, therefore, for these reasons they maintained the status quo and didn't see fit to enable us to participate.

Senator SYMINGTON. Are you saying that they want the status quo regardless of any cost savings?

General GODDARD. I couldn't go that far, but I will say this, Mr. Chairman: We made an offer to implement this section of the law, the cost-effective provisions of it. We are willing to be audited. We are postured and ready to do this job and we find that it is very difficult to understand why we aren't permitted to perform.

Senator SYMINGTON. What is the total amount that you would save?

General GODDARD. I think we would have saved upward of $7 million, $8 million in the 1972 military construction program if we were permitted to perform in the manner which we represented to them.

Senator SYMINGTON. You gave a written commitment. Are there any other commitments made by the other departments that you know of?

General GODDARD. Not to my knowledge, sir.

NO-RISK CONTRACTS

Senator SYMINGTON. You heard testimony this morning about these contracts, cost-plus contracts, no risk. I brought up that at times it would appear certain companies consistently get most of this business. Every community has architects and engineers. This is public money. Naturally, others would like some business.

What are your thoughts?

General GODDARD. Well, we have approached that, I think, in a couple of ways. The design-build responsibility that we fostered is to get out of the middle between designer and builders and to transfer that total responsibility to one contract entity. What that really does is it lets the architect-engineers work for the builder and we would hold one entity responsible for the appropriateness of the design and the thoroughness of construction.

As regards to the conventional method of operating, we have decentralized our selection of architect-engineering firms to our major commands and they, in a great major, to their bases. I think you will find in the Air Force selections where we do the construction it is pretty indigenous. We work out of 170 air bases and we attempt to obtain local architects, and in that fashion we spread the work around.

We do this through a very formal selection procedure.

It is true that certain people, having demonstrated their capacity, are called upon again to perform, but we welcome new firms; we welcome new talents, small firms where you can get the attention of the principal, and I think we are doing a pretty good job in this regard.

Senator SYMINGTON. Do you have an architect-engineering company manage the Arnold Engineering Development Center?

General GODDARD. Yes, sir.

Senator SYMINGTON. A report states your peak manning of people there was 4,090, which occurred in 1967. Then a report was given, "A steady reduction has taken place since that time as DOD and NASA R. & D. budgets have declined." Despite the declining of the budget and reduction of people, whenever I notice that, your fee to these people has gone up. In 1967 they received $945,000. In 1968 it was $1,096,000. In 1969, $1,129,000. In 1970 it was $1,231,000.

Why do you pay more to a company despite the workload becoming steadily less?

General GODDARD. General Reilly, I believe this is done either under R. & D. funding or industrial funding?

General REILLY. Yes.

General GODDARD. Would you respond to the chairman's question?

General REILLY. I don't have the full details. The operation of the Arnold Development Center is handled by the Aero Corp., a subsidiary of Sverdrup & Parcel.

Senator SYMINGTON. A subsidiary of what?

General REILLY. Sverdrup & Parcel. The center operation is financed principally from research and development appropriations.

Senator SYMINGTON. What does all that have to do with the basic problem of more fee for less work?

The workload you report has been steadily going down since 1967. Why is the fee for managing said workload going up steadily?

General REILLY. I am sorry, Mr. Chairman, I just don't have the details on this particular operation which is administered by the Air Force Systems Command.

Senator SYMINGTON. Would you find out about this and file an answer for the record?

General REILLY. Yes, sir.

Senator SYMINGTON. We receive a lot of protests, and I am sure Senator Mansfield also gets them, about people who don't want to be riffed out. They have made the Air Force their life, and want to stay in. Aren't there people who can manage this setup without paying heavy extra profit to an outside company? This Nation is slowly but surely running out of money.

General REILLY. Well, sir, again, for the particular operation they have there, which is research and development and tests, the Air Force has judged consistently that it requires the expertise of an outside firm.

Again, I would have to defer to our research and development people.

Senator SYMINGTON. You run Langley Field, don't you?

General REILLY. Yes, sir.

Senator SYMINGTON. Are the NASA people that much brighter than the Air Force? I am not being sarcastic. NASA is looking for work.

The space program is going down. I wonder why the Government runs Langley, so close to the Arnold Center in its operations?

General GODDARD. We don't have immediately available the details. I would like to give an overview. Basically we do use in-house effort for the operation and maintenance of our bases. That is the general mode.

Senator SYMINGTON. You haven't done it in this case because this contractor has received over $11 million in fees alone on this cost-plus contract. That is a lot of money for fees; isn't it?

General GODDARD. I think the original path charted here by the Air Force was because of the very great complexity and we certainly can be more responsive for the record than we have been here, but in general terms most of our general facilities have been handled by our in-house people and only these very large——

Senator SYMINGTON. I am on the Space Committee. My understanding is it is pretty complicated, what they do down at Langley; and it is quite comparable work, and the space program is sliding down. There are some good people being let out of space. They would like to stay in government. Do you follow me?

General GODDARD. Yes, sir.

Senator SYMINGTON. I don't see why if you already have people who can do the work without a fee, why, from the standpoint of the taxpayer, it is given to people who demand and get a fee. Does that make sense to you?

General GODDARD. Yes; and I think it is possible we should evaluate our method of execution, and I think we will.

Senator SYMINGTON. You may be right, but we are running out of money in this country, and that could become a serious matter.

Going to the line items, page 15 is the first one.

I notice that several of the water pollution abatement projects are located in extremely remote areas, such as in the outlying areas of Alaska.

Is improvement to the sewage system in these remote areas essential under the Executive order relating to water pollution?

General REILLY. Yes, sir; Mr. Chairman. Alaska is now one of our States and they have developed water quality standards. In the past these remote locations were not provided with complete treatment facilities. We feel it is essential to upgrade these facilities and comply with required quality standards.

HILL AIR FORCE BASE, UTAH

Senator SYMINGTON. Going to page 28, the Hill Air Force Base in Utah, this is an expensive logistical materials processing facility but I note there will be a substantial annual savings if the project is approved.

Can you tell us how this will be accomplished?

General REILLY. Yes, sir, Mr. Chairman. This project is one of 19 projects in the Air Force Logistics Command program. You will recall the statements made by General Goddard at the beginning regarding our depot modernization program. At Hill we intend to consolidate in a new modern facility, the materials processing functions which are now scattered throughout the entire depot. The functions are in facil-

ities that were not designed for the functions and, therefore, do not permit us to operate in the most efficient and cost-effective way.

The one-time savings of $1,306,000 is cost that we will avoid by not having to do work on facilities which we judge are not economical to upgrade. But if we must continue them in use, we must do this work as well as that on utilities systems which are required to support these facilities. We expect something over $5 million in annual recurring savings, first in savings in transportation costs by reducing the number of vehicles used, due to the scattered location of facilities. This will enable a reduction in the number of vehicle operators. We will also reduce material damage by being able to provide proper protection. Total work force reduction will be about 360 personnel.

You will find this general pattern on each of these projects that we have here in the Logistics Command program.

Senator SYMINGTON. Thank you, General.

KELLY AIR FORCE BASE, TEX.

Turning to page 33, the Kelly Air Force Base in Texas, I suppose this is identical to the facility you propose for the Hill Air Force Base?

General REILLY. Yes, sir; it will serve the same general purpose.

Senator SYMINGTON. I note there is a considerable difference, however, in the one-time and the annual savings; namely, at Hill you show a one-time savings of $1,306,000 and an annual savings of $5,313,000, as opposed to a one-time savings at Kelly of $7,353,000 and $2,900,000 annual savings.

How do you account for this?

General REILLY. Mr. Chairman, the smaller annual recurring savings for the Kelly project are principally due to the reduced number of people who will be removed from the payroll; 177 at Kelly versus some 360 at Hill.

The greater one-time savings at Kelly is principally due to the avoidance of more extensive work which must be done to the numerous facilities now in use if they must be retained.

Senator SYMINGTON. Thank you.

ROBBINS AIR FORCE BASE, GA.

Turning to page 37, the Robbins Air Force Base in Georgia, what type of aircraft does Robbins have the overhaul responsibility for?

General REILLY. Two principal aircraft, Mr. Chairman: the C–141 cargo aircraft and the C–130 tactical airlift aircraft.

Senator SYMINGTON. I notice you show $2.5 million as a one-time savings and $4.8 million in annual savings.

Does this mean that this structure will amortize itself in about 2 years?

General REILLY. Yes, sir; and against this entire program I might mention that we will have a savings projection of upward of $1.7 billion throughout the economic life of the facilities and associated equipment. We feel these new facilities will pay us dividends for 25 years and the new equipment for at least 10 years.

Senator SYMINGTON. Turning to page 38, with further respect to Robbins, in your justification I notice you state this work is now being performed in four separate buildings which are structurally sound. Would it not be more economical to remodel the present buildings?

General REILLY. Although the existing buildings are sound structurally, they are improperly configured. They were not designed to accommodate the modern industrial equipment which we now are required to use. They are just functionally inadequate as opposed to structurally inadequate.

TINKER AIR FORCE BASE, OKLA.

Senator SYMINGTON. Turning to page 41, Tinker Air Force Base, this seems to be an extremely expensive facility. While I know that Tinker is a major overhaul installation, why is it necessary to spend this amount of money at the present time for additional test cells?

Generally REILLY. Mr. Chairman, at Tinker we accomplish approximately two-thirds of the Air Force total jet engine overhaul workload. An important aspect of this overhaul activity is to test the engine after the overhaul to insure that the work has been done properly. If not, then the necessary corrections can be made while it is either in the test cell or through rework in the engine overhaul facility.

The existing test cells were not designed for the engines which we are testing today and are deteriorating very rapidly.

We propose to replace the six substandard test cells with four new test cells. Studies have shown that this is a much more feasible and economical approach than attempting to upgrade the existing substandard cells.

Senator SYMINGTON. So, it is over $11 million?

General REILLY. Yes, sir.

Senator SYMINGTON. That is a lot of money.

General REILLY. It represents a very large construction project. It is a large facility. It is a massive reinforced concrete structure with a tremendous amount of instrumentation.

WRIGHT-PATTERSON AIR FORCE BASE, OHIO

Senator SYMINGTON. Now, also at Wright-Patterson, on page 47 you ask for an expensive materials laboratory, and on page 93 you are requesting another expensive structure for this base—a logistics management building in the amount of $6,875,000, which I assume is basically for administration purposes.

Which of these structures is most important to you?

General REILLY. Mr. Chairman, that is a most difficult question to answer. We have placed high priority on both of these items. Both of them have had prior history with the committee: the logistics facility in the 1971 program; the material lab in fiscal 1970, and a few years before that.

With the passage of time, requirements become more critical. We place high priority on these items. It is just impossible for me to differentiate between them.

Senator SYMINGTON. That is hard for me to accept. I don't mean that critically, but say it with great respect.

We asked the Navy if they want nuclear frigates, nuclear submarines, and nuclear carriers—which is the most important? They say they are all equally important.

In a case of this character, if you can't decide which is the more important, all I can say is you might lose them both.

General GODDARD. Mr. Chairman, Wright-Patterson, as you know, is one of our largest complexes. We have made a conscientious effort this year to put a level of funding in consonance with the investment. We have about $400 million invested out there and our pattern of success in the past has not been great, and as we look at this overall situation we have a lot in this. We have $32 million, $10 million or $12 million for family housing, and we have this large laboratory and this one office facility. We have four major commands at this base. The difficulty lies in attempting to discern between the very essentials, and I would say this, that with the large investment that the United States has in this vital complex, I think it is time that we devote a level of funding that is commensurate with real good hard-nosed business and it is in that context that General Reilly or I find it very difficult to say. We badly need both of them, sir.

Senator SYMINGTON. It is an old base. It has been there about 40 years.

Senator SYMINGTON. Yes, sir.

(The following letter from Representative Clarence J. Brown, of Ohio, dated June 29, 1971, in support of the items for Wright-Patterson Air Force Base, is made a part of the record at this point:)

CONGRESS OF THE UNITED STATES,
HOUSE OF REPRESENTATIVES,
Washington, D.C., June 29, 1971.

HON. JOHN C. STENNIS,
Chairman, Committee on Armed Services of the U.S. Senate, 212 Senate Office Building, Washington, D.C.

DEAR MR. CHAIRMAN: I appreciate this opportunity to submit this statement to the members of your committee in support of the items for Wright-Patterson Air Force Base in my district in Ohio, included in the proposed Fiscal Year 1972 Military Construction Authorization Budget.

In supporting the budgeted items, I wish to emphasize that the Wright-Patterson AFB complex contains the largest grouping of laboratory facilities in the world in the field of aeronautical research and development. While the base is under the control of the Air Force Logistics Command Headquarters there, the labs are controlled by the Air Force Systems Command. In order to maintain the superiority of mission that this complex has attained, it is imperative that the facilities at the base be modernized and that the activities housed there be retained there. The interface between the various laboratories and their missions and the supportive private industry and educational institutions (including the Air Force Institute of Technology) which have been grouped at this location are an important part of the sequence of establishing our Nation's aeronautical needs, undertaking the research and development to meet those needs, engineering and seeing to their acquisition and, finally, keeping track of their deployment in the field.

In this complicated process, it is obviously the effectiveness of the personnel who do the job rather than the building in which the work is done. But it would be naive to suggest that working conditions have no bearing on the quality of work performed. The present complement of scientists and technicians who conduct the research and development missions at Wright-Patterson is a highly skilled force which has been built up over many years. But if such people find working conditions unattractive that fact is not conducive to their best efforts and potential. The present inadequate facilities housing some of the laboratory complex may very well have that result. To move labs to other areas

is not the answer because it must be realized that many of these people and their families may be more wedded to geographic areas than to their jobs. And any relocation of the present aeronautical research and development missions located at Wright-Patterson would surely cost more than a move to better facilities elsewhere because it would mean the loss of significant numbers of people in the present civilian work force. The resultant detrimental effects on long-term ongoing research and development projects is apparent. Such a vital loss would, of course, have to be added to the cost of relocating personnel willing to move to new locations. Taken together, the argument is strongly in favor of the authorization of new and adequate facilities at Wright-Patterson AFB to house present projects as opposed to any consideration of major relocations of present missions or to leaving labs and administrative buildings to deteriorate and have a deleterious effect on morale and job performance and efficiency.

The largest item for Wright-Patterson AFB under consideration by your committee is the authorization of $11,335,000 for the construction of a new Materials Laboratory for the Aeronautical Systems Division of the Air Force Systems Command.

The present facilities used by the ASD consist for the most part of pre-World War II hangars, 30 to 40 years old, which are completely inadequate to support modern research needs or even effective maintenance as laboratories. They are not properly configured to allow for economical modification that would better serve the research and development mission that has an annual program value of some $50 million. They lack adequate environmental control systems to permit safe testing within required limits of precisions. The possible costs that could result if this laboratory were unable to properly evaluate specifications, adequately check contractor compliance, detect materials deficiencies and provide quick response to materials problems should be obvious.

The proposed facility would be properly configured and equipped with environmental controls to house the specialized laboratory and technical engineering functions for accomplishment of the essential tasks assigned to the Aeronautical Systems Division. The present buildings would be reassigned to satisfy current base warehouse and administrative deficiencies.

The second major item is the authorized request for $6,875,000 for the construction of a new Logistics Management Facility to support the world-wide management functions of the Air Force Logistics Command, headquartered at Wright-Patterson AFB.

The present facility housing the mission is a World War II wood building that has become structurally unsound and beyond economic rehabilitation. While the facility is in itself an uncomfortable and probably dangerous place in which to work, the mission of the increasingly computerized logistics specialists housed in the building is further complicated by their physical separation from their advanced computer complex. The resultant loss in economies and effectiveness of both personnel and equipment should be obvious. The present building would be demolished upon completion of the proposed new facility, I'm told.

I want to point out that the Air Force Logistics Command manages the supply and maintenance functions for the weapons systems of the entire Air Force, a worldwide activity controlling annual expenditures of more than $10 billion. In order to provide the most efficient and effective management of those funds, it is imperative that adequate facilities be provided at the earliest possible date.

In relation to the two above requests, I further want to emphasize that facilities maintenance at Wright-Patterson AFB has been a problem because of the traditional small percentage of its appropriations which has been earmarked for maintenance. Keeping Wright-Patterson up-to-date, therefore, to fulfill its essential functions has necessarily become a re-building project. This is further amplified because of the rapid growth of the base during World War II and only modest subsequent attention to the need for modernization of facilities there. During this post World War II era, many "offspring" functions born at the base have been transferred to new facilities elsewhere while Wright-Patterson's maternity ward" has been deteriorating, but still producing.

Three other items also appear in the Fiscal Year 1972 Military Construction Authorization bill, which I hope your committee will favorably report.

The first is a proposed Air Craft Navigation and Landing Facility, proposed at a cost of $92,000, which will allow for consolidation of air navigation and landing components now separately located, but which will better serve their purposes as a joint facility.

Another is for the proposed conversion of the heating plant boilers from coal to oil to reduce existing particulate emissions contributing to air pollution in the area. The cost is $3,757,000, but it should be noted that annual savings

realized from the conversion of the boilers will amount to $986,260 yearly, thus paying for the project in less than four years For the Congress to ignore this need while demanding private industry across the nation and near our air bases to cure its pollution offenses would be highly contradictory.

The final item is $109,000 for industrial waste treatment to provide for the removal of solvents and oil residues from liquid wastes coming from the base. And here the argument is similar to the air pollution question above.

The authorization bill provides for an additional 500 family housing units at the base to provide improved housing facilities for both officers and enlisted men stationed at Wright-Patterson.

All of the above items reflect present essential needs at Wright-Patterson and I respectfully urge that they be favorably reported for Fiscal Year 1972. A tendency to feel that any single military base should only receive a portion of the total budget for that that service for that year on a manpower comparison by some other arbitrary criterion may not be a true reflection of that base's importance to the entire system which it supports or to its current needs. In the case of Wright-Patterson, its contribution and its needs should be an essential consideration during your committee's weighing of the Military Construction Authorization bill.

Sincerely,

CLARENCE J. BROWN,
Member of Congress.

BOLLING AIR FORCE BASE, D.C.

Senator SYMINGTON. Turning to page 49, I note that part of your justification for replacing the present headquarters facilities at Bolling Air Force Base is that they are located on the approved site for the Defense Office Building which may be constructed on the Bolling property.

As you know, the Congress did not fund the Defense Office Building last year and it is questionable as to whether it will be funded. I am wondering, therefore, if this request is not premature?

General REILLY. Mr. Chairman, we feel we need new administrative facilities and replacement facilities for our airmen irrespective of the Defense Office Building. The area that we are speaking about consists of World War II buildings which have long outlived their economic life and we have been moving much too slow, in our view, with the upgrading of Bolling, which we feel is a vital installation. So we feel we should press ahead with the new administrative headquarters facility and additional airmen dormitories, irrespective of the Defense Office Building.

Senator SYMINGTON. Turning to page 50, I do not doubt the need for additional dormitory space for the Washington area, but I do note that four masonry dormitory buildings are included in those you propose to tear down because they are on the site of the Defense Office Building.

General REILLY. Yes, sir.

Senator SYMINGTON. As I noted earlier, it is problematical whether this office building will be funded, since funding was denied for it last year.

Do you think it would be premature to tear down permanent buildings in anticipation of this?

General REILLY. These are old buildings and it would take a great deal of money to make them into adequate dormitory facilities. They are substandard.

Senator SYMINGTON. Let us turn to page 51, the chapel at Bolling. I am sure all of us are in favor of providing adequate religious facilities for all personnel. I wonder why a chapel center is necessary on the Bolling Air Force Base. There must be numerous churches of all denominations within reasonable commuting distance of Bolling Air Force Base.

General REILLY. May I please call on Mr. Steward from the Chief of Chaplain office, who can address this requirement.

Mr. STEWARD. I am Mr. Steward from the Chaplain office, sir.

Sir, at the present time we have approximately 736 children enrolled in religious education activities at Bolling and we are trying to use temporary buildings with no designated spaces for these classes.

Also, the attendance at our Sunday services over there is now exceeding 1,650 each Sunday and we are using borrowed facilities around the base to try to accommodate these people.

We have recently had to move an extra service into the Service Club. We are using the theater we built.

We have in existence approximately 204 seats in the existing structure. Since that building was built during World War II, we have constructed family housing and dormitories that have considerably expanded the base population.

Senator SYMINGTON. Thank you.

RICHARDS-GEBAUR AIR FORCE BASE, MO.

Turning to the Richards-Gebaur Air Force Base in Missouri, page 76, do these dormitories now have any type of cooling system?

General REILLY. Mr. Chairman, at the present time the dormitories have no form of cooling.

Senator SYMINGTON. Will the amount you are requesting be sufficient to air condition all your dormitories?

General REILLY. Yes, sir; this will complete our requirement for our permanent dormitories.

Senator SYMINGTON. Are your bachelor officer quarters at Richards-Gebaur air conditioned?

General REILLY. Sir, I can't recall. May I please answer that for the record?

Senator SYMINGTON. Will you supply that for the record?

General REILLY. Yes, sir.

(The information follows:)

All bachelor officer quarters are now air conditioned with window units. These window units are planned to be replaced on a phased basis using base level O&M funds and military construction funds. Installation of central air conditioning in one of the four officer quarters is now under contract.

OKINAWA

Senator SYMINGTON. Now we will jump to page 146, General.

Senator Byrd asked this morning about whether we should approve money for Okinawa until some determination is made as to our tenure there.

Just what is the status of our negotiations with the Japanese and Okinawan authorities at this time as to our future base rights?

General Reilly. Mr. Chairman, negotiations are underway at the present time. Okinawa is scheduled to return to the jurisdiction of the Japanese in 1972 and we have been planning accordingly.

Senator Symington. Are you telling us you think we will maintain our position on this base if we spend this money?

General Reilly. Certainly Kadena, Senator. There has been some question regarding the other air force base on Okinawa, but certainly Kadena. It is a major installation and the two projects that we are requesting, one will increase the effectiveness of the runway and provide badly needed air conditioning for our permanent dormitories.

Senator Symington. Well, certainly Kadena, from our standpoint. How about from the Japanese standpoint?

When I first saw that island in 1945 it was a sandy space. Now we have about $1 billion in there. If I was stationed outside of this country I would like to be stationed there. Now we are going to give it back?

General Reilly. Yes, sir.

Senator Symington. Why spend more money on it unless we are sure?

Have the Japanese agreed to let us stay at Kadena?

General Reilly. This is not definite, but there is certainly every indication that we will continue to maintain our defense posture with Kadena being a prime base under the agreement which we now have with Japan.

Senator Symington. When you say certainly, you mean certainly we want to stay there?

General Reilly. Yes, sir.

Senator Symington. You don't have any idea as to whether the Japanese are going to let us stay there?

General Reilly. No, sir.

Senator Symington. Why can't we hold up the money until we find out the details of the agreement?

General Reilly. We have had a major slowdown in our construction program. In the fiscal year 1970 program we proposed a number of projects which were not approved and we had no projects in the fiscal 1971 program. We have selected the two for 1972 which we feel are very badly needed: the runway centerline lighting supports heavy cargo aircraft that will transit Kadena and is consistent with improving our key cargo airfields.

So, we have gone forward in 1972 on a very limited basis, Mr. Chairman.

Senator Symington. I am just asking for the record, because this will come up certainly in the markup. You have taken into consideration the fact you may not keep Kadena; but you think, based on the present operations you ought to go ahead with this construction?

General Reilly. Yes, sir; it has been very carefully considered.

General Goddard. I was going to say we have been very mindful and concerned about the concern you expressed but we have felt constrained in these two instances to ask for this very modest program

and to hold our request to a very modest level until we know what the ultimate status is.

KEFLAVIK, ICELAND

Senator SYMINGTON. Now, the Keflavik Naval Installation in Iceland, page 164, your request for four heated aircraft shelters in this cold climate does not seem unreasonable, but since you have been operating out of here for a considerable period of time, I wonder what we have been doing before this—freezing?

General REILLY. Mr. Chairman, we have not provided any new construction for Keflavik for many years. We now have definite plans to convert from the F–102 fighter to the F–4E fighter, which is really our first-line fighter now, for interceptor purposes. So, this project stems from a long delay in providing additional construction as well as the requirement to shelter a more sophisticated type of airplane.

Senator SYMINGTON. Thank you.

TORREJON AIR FORCE BASE, SPAIN

Turning to page 177, the Torrejon Airbase in Spain, you request an addition and alteration to the passenger terminal at this base. Presumably that is based on increased usage. If this is correct, what has caused the increase and could you give us an idea of the traffic volume?

General REILLY. Mr. Chairman, when the Torrejon Airbase was completed back in 1957, it was strictly to support a Strategic Air Command mission. Today's air passenger traffic was not envisioned and as a result the terminal was not built to the size now required. In 1970, Torrejon handled over 70,000 passengers, an average of over 6,000 a month. Torrejon is an en route stop for flights originating at McGuire Air Force Base in New Jersey, Charleston Air Force Base in South Carolina, and from Frankfurt in Germany. Aircraft then go to the Rota Naval Base, Turkey, Pakistan, and North Africa.

Senator SYMINGTON. Is there any civilian use of the base?

General REILLY. No, sir.

Senator SYMINGTON. All of the 6,000 a month are military?

General REILLY. Or Department of Defense civilians, sir, people entitled to military airlift.

Senator SYMINGTON. Page 193. I notice that these bombardment scoring and evaluation facilities are to be located at four locations in the United States. Likely there will be additional request in the future.

Will you tell us where these four locations are proposed and how many more such facilities you anticipate a need for?

General REILLY. Yes, Mr. Chairman. The four in this particular program are located at Bayshore, Mich.; Bismarck, N. Dak.; Hawthorne, Nev.; and Watertown, N.Y.

We have a total of 12 of these bomb-scoring evaluation sites. Two of them are being upgraded under the fiscal 1971 program. So, after 1972, there will be six additional ones to upgrade. They are scattered throughout the United States at locations which are well suited to the training of the B–52 bomber crews.

SHEPPARD AIR FORCE BASE, TEX.

Senator SYMINGTON. All right. We turn to page 194—the Sheppard Air Force Base, Tex.

This would seem to be a rather expensive facility for training craftsmen for base maintenance. Would you elaborate?

General REILLY. Yes. This is a project which is very close to General Goddard and myself, because at Sheppard we train our civilian and military craftsmen who are assigned to our worldwide operation and maintenance force.

We have over 30,000 enlisted men involved in our business, all of whom are trained at Sheppard when they enter on duty with the Air Force.

We have embarked on a phased program to replace facilities which are grossly substandard and inadequate for the training mission.

In the fiscal 1971 program the Congress authorized and appropriated the first increment at a cost of $1,500,000 which will permit us to provide adequate training for a portion of the courses we must teach.

We are requesting in the 1972 program a second increment, and hopefully in the 1973 program we will have the third increment. The men trained here are later assigned to our worldwide force that operates and maintains facilities representing an investment in excess of $16 billion.

Senator SYMINGTON. I notice the total amount you are asking for in the base is around $9.9 million. Do any of these facilities you are requesting relate to the military assistance pilot training program being phased out at Keesler Air Force Base in Mississippi?

General REILLY. No, sir; there is no major construction to be accomplished in conjunction with that move.

LOWRY AIR FORCE BASE, COLO.

Senator SYMINGTON. Turning to page 198, Lowry Air Force Base in Colorado. I understand this facility is to support training for the reentry vehicle for Minuteman III.

General REILLY. Yes, sir.

Senator SYMINGTON. Is Lowry Air Force Base the only place this training is given?

General REILLY. That is correct, sir.

Senator SYMINGTON. On page 199, I know that this facility was turned down by this committee 2 or 3 years ago, since it was the feeling that the Air Force should not be in the correctional business.

Can you outline for us just what type of work you actually do here in the personnel rehabilitation center?

General REILLY. Yes, sir; Mr. Chairman, you are correct. In fiscal year 1970 we requested a much smaller facility than what we are proposing now and it was not approved.

In 1951, the Air Force made a decision to develop a training rehabilitation program—for military personnel who are court-martialed and must serve sentences of less than a year. The program was established at Amarillo Air Force Base and when that base was closed the program was moved to Lowry. It has been continued there very successfully but utilizing World War II substandard facilities.

This is a specialized activity conducted within the training command by a highly skilled staff of some 140 people. Since the program has been underway, more than 9,700 airmen have received this specialized training. Just last year alone over 300 airmen were returned to active duty. At the time a man is court-martialed and sentenced to serve over 60 days and less than a year, a decision can be made that he is retrainable and rather than being put into confinement behind bars, he is put into this program. Others are sent to confinement and at Lowry we also have the Air Force central confinement facility. Some men originally assigned to the confinement facility later go into the rehabilitation program.

We feel through this program we can certainly salvage the individual, not only for himself, but for the Air Force, and eventually, society when he must return to civilian life.

We place a very high priority on this project, Mr. Chairman.

Senator SYMINGTON. It sounds logical to me.

On page 235, I believe last year we denied three of these oxygen generating plants for various locations in England on the basis that commercial supplies are available.

Just what is the situation as to the ability of procuring this option?

General REILLY. Mr. Chairman, it can be procured locally. It works against our balance of payments and it is not as reliable as we would desire.

This is oxygen that is being used for life support of the air crews flying our aircraft in England.

Senator SYMINGTON. American oxygen is more reliable than English oxygen?

General REILLY. Being able to get it in the quantity you need it at the time you need it, as opposed to relying on local firms. A combination of increased reliabliity as well as the gold flow savings, we feel, is good sound business in this instance.

BROOKS AIR FORCE BASE, TEX.

Senator SYMINGTON. On page 242, I note that if this facility at Brooks Air Force Base in Texas is approved, you will consolidate the work now being performed at Brooks and at the Lackland Air Force Base.

Just what type of research is done in these facilities?

General REILLY. Mr. Chairman, several years ago the Air Force Systems Command established a new laboratory called the Human Resources Laboratory. Its mission, in simple terms, is planning and executing exploratory and advanced development programs for the selection, motivation, training, retention, assignment, utilization, and career development of people.

The headquarters is presently located at Brooks Air Force Base and is in very substandard and inadequate quarters. The principal laboratory is over at Lackland, also in inadequate facilities, and the computer installation, which is very essential to the overall activity, is also at Lackland.

We propose to consolidate Brooks in a new facility, the headquarters function, the principal laboratory function, as well as expanded computer activities involving new, advanced equipment.

In the fiscal 1971 program two projects in support of the Human Resources Laboratory were approved: One at Lowry Air Force Base, where research is conducted in conjunction with the technical training mission there in determining better methods for teaching Air Force personnel.

At Williams Air Force Base a project was approved for a facility in which research is being conducted with flight simulator equipment to determine the best way to train pilots. So, this project at Brooks, we feel, falls within the pattern of our phased plan for providing adequate facilities for this laboratory.

L. G. HANSCOM FIELD, MASS.

Senator SYMINGTON. Turning to page 243, the L. G. Hanscom Field in Massachusetts. Where is that field?

General REILLY. Sir, it is just outside of Bedford, Mass.

Senator SYMINGTON. This project was denied last year. I think you now have the equipment on hand that would be used in the laboratory?

General REILLY. Yes, sir. The equipment is available.

HOLLOMAN AIR FORCE BASE, N. MEX.

Senator SYMINGTON. Now we go back to New Mexico. It is a rather expensive project you have on page 250, the high-velocity test track. Could you give us the background of why this is necessary?

General REILLY. Mr. Chairman, at Holloman Air Force Base, the Air Force operates the only large test track facility in the United States. This is a track which has been in existence for many years. It permits us to do research on test articles at very high speeds without having to attach them to airplanes or fly them through the air. It enables us to maintain complete control over the tests. We test such things as munitions terminal impacts, escape capsules that go in our aircraft, the effects of rain erosion on high-speed bodies, nose cones for missiles, guidance systems, and propulsion systems. However, our research requirements have outgrown the track. We need to extend the length of the track so that we can conduct longer tests at increased velocities.

Senator SYMINGTON. At a cost of over $6 million?

General REILLY. Yes, sir; it is a big price tag. It is a two-rail track. It is a pretty sophisticated railroad, you might say.

Senator SYMINGTON. On page 254, I think this warehouse addition has been turned down two or three times in the past, the last time in fiscal 1971.

I further understand that if approved it will replace only four of the 23 existing buildings.

Could you tell us briefly what is your justification for this?

General REILLY. Like a number of our bases, we have our base supply functions scattered in a multiplicity of World War II facilities. All of our bases now are operating with a new supply computer which vastly increases the effectiveness of our supply operation. With this project we plan to consolidate in close proximity to this computer, the necessary functions and eliminate the scattered and uneconomical operation.

We anticipate savings of over $100,000 a year, that will amortize the cost of the project in a reasonable time.

It is a part of an overall Air Force program to provide supply facilities consistent with the new mechanized and computerized systems that we have.

DAVIS-MONTHAN AIR FORCE BASE, ARIZ.

Senator SYMINGTON. Turning to Davis-Monthan Air Force Base, Ariz., page 259, what planes do you have there?

General REILLY. At Davis-Monthan, Mr. Chairman, we have principally tactical aircraft. The A–7 aircraft which the Air Force is just now being equipped with, will operate from Davis-Monthan and will involve the principal crew training for that aircraft. The base also supports some Strategic Air Command aircraft. It also is the storage and disposition center under the Air Force Logistics Command, where all of the aircraft going into storage are sent.

Senator SYMINGTON. When was this medical facility built and what generates the need for an addition at this time?

General REILLY. I would like to ask Colonel Kaye to address that.

Lieutenant Colonel KAYE. This was originally built in 1961 and there was an addition in 1969. The original hospital was 50 beds. The addition in 1969 was 40 beds. We are proposing an addition of 30 beds. This is related primarily to the increase in population over the years at Davis-Monthan.

Senator SYMINGTON. How many people do you have there now?

Lieutenant Colonel KAYE. There are about 10,000 people, 8,500 of whom are military.

Senator SYMINGTON. 10,000 people on the A–7's?

Lieutenant Colonel KAYE. Personnel that we are supporting.

Senator SYMINGTON. What else did you say in connection with the A–7?

General GODDARD. We have the disposition storage center for aircraft that are stored, reworked.

General REILLY. Davis-Monthan also supports the Titan missile, Mr. Chairman.

Senator SYMINGTON. That doesn't take too much. How many Titan missiles do you have on the station?

General REILLY. We have 54 of the Titans.

Senator SYMINGTON. You still have 54?

General REILLY. Yes, sir; 18 of which are at Davis-Monthan.

Senator SYMINGTON. I notice that this facility furnished specialty care to four other Air Force installations.

Just what specialty care that a patient receives here is not available normally at another base hospital?

Lieutenant Colonel KAYE. At Davis-Monthan we have roughly 22 medical specialty capabilities. The installations which are supported by Davis-Monthan, such as Luke and Williams, have about 11: about half as many specialties as we have at Davis-Monthan. Neurosurgery and opthalmology are examples of specialty care available at Davis-Monthan not normally available at another base hospital.

Senator SYMINGTON. Turning to page 261, how many hospitals do you have in the current bill and do they replace World War II facilities?

General REILLY. Mr. Chairman, we have four hospital projects. Two of them are new hospitals which will replace World War II facilities. The other two projects will upgrade existing hospitals.

PEASE AIR FORCE BASE, N.H.

Senator SYMINGTON. Turning to page 262, the Pease Air Force Base, N.H.

As I understand it, the Air Force personnel have been using the naval base at Portsmouth. You have been operating only a dispensary at Pease.

Since the naval shipyard at Portsmouth is no longer going to be closed, why can you not continue using the naval hospital at Portsmouth?

General REILLY. Mr. Chairman, at the time this project was included in the program it was our understanding that the naval facility was going to close and, of course, the Air Force would have no means of medical support. Notwithstanding that the naval medical facility is to remain open, the Office of Secretary of Defense has made the decision that inasmuch as the naval facilities are very old and substandard and also inasmuch as the Air Force is the predominant user of those facilities, that it is in the best interest of the Department of Defense to assign to the Air Force the total medical support responsibility and to construct this project at a slightly increased scope.

We are proposing to expand the size of the facilities by an additional 4,350 square feet and increase the cost by $330,000.

Senator SYMINGTON. You are asking for $7,798,000?

General REILLY. Yes, sir.

Senator SYMINGTON. In spite of the fact that Portsmouth is going to stay open, you want an increase; is that right?

General REILLY. That is correct, but it is our understanding that all or a portion of the medical facilities at Portsmouth will be demolished upon completion of the Air Force facility.

We just recently received instructions from the Secretary of Defense Office on this.

KELLY AIR FORCE BASE, TEX.

Senator SYMINGTON. On page 253, going back to Kelly Air Force Base, Tex., I understand you have a similar facility at McClellan Air Force Base in California and at Wright-Patterson in Ohio.

Why does the Air Force need three of these laboratories? We understand the Army has only one.

General REILLY. Again I would like to call on Colonel Kaye.

Lieutenant Colonel KAYE. The facility at Wright-Patterson is a radiological health laboratory and its function is quite different from those at Kelly and McClellan. The Kelly and McClellan laboratories do have similar functions. However, our problem is that neither one of them is able to accomplish the total workload that the Air Force mission has laid upon them. Our problem is simply: it is too small to accommodate the workload that we have.

TYNDALL AIR FORCE BASE, FLA.

Senator SYMINGTON. Turning to page 270, Tyndall Air Force Base, Fla. This base was established in 1941. Does this mean that you have been getting along without a headquarters facility since that time?

General REILLY. No, sir; we have been carrying on in four World War II buildings which are rather widely separated.

Senator SYMINGTON. Are these inadequate?

General REILLY. Yes, sir; they are very inadequate and we propose to demolish a portion of them.

PETERSON FIELD, COLO.

Senator SYMINGTON. On page 281, the Peterson Field in Colorado, the chapel project. I understand this was turned down in fiscal 1971. We understand this relates to the movement of personnel from Ent Air Force Base in downtown Colorado Springs to Peterson Field on the outskirts of the city. How is this move progressing?

General REILLY. Mr. Chairman, it is progressing rather slowly. We have had a phased program underway for a number of years to provide new facilities at Peterson Field.

With regard to the chapel, we have been successful in moving our airmen's housing to Peterson Field. We have roughly 1,000 airmen housed there. We have also constructed bachelor officers quarters at Peterson.

In addition to the bachelor housing we have 240 units of family housing at Peterson Field and are proposing an additional 250 units in the fiscal year 1972 program.

We also have the first phase of a new administrative building approved and under construction. With the large number of people now residing at Peterson, military and dependents, it is very important that we have a personnel support facility such as a chapel. The present chapel is in an old fire station and is very inadequate.

Senator SYMINGTON. You feel enough people are there now to warrant construction of a chapel?

General REILLY. Yes, sir; and, of course, it would be used by military personnel living off base.

DOVER AIR FORCE BASE, DEL.

Senator SYMINGTON. Turning to page 284, Dover Air Force Base, Del. You feel it is desirable to have this commissary in order to have one centralized facility since you appear to be in six separate buildings at the present time.

What do these buildings consist of? Surely you do not operate six separate salesrooms?

General REILLY. No, sir; we have only one sales store which is extremely overcrowded. It is an old World War II warehouse buliding which we simply converted to this use. Monthly sales exceed $500,000 in this inadequate sales facility.

The other activities, such as the storage and administration, are scattered in other facilities. Dover is one of our principal military airlift bases with a sizable family housing development. We have placed this commissary high on our priority list.

Senator SYMINGTON. How many commissaries do you have in this bill?

General REILLY. Mr. Chairman, in this bill we have five commissaries.

HICKAM AIR FORCE BASE, HAWAII

Senator SYMINGTON. On pages 288, Hickam Air Force Base, Hawaii. I would presume that these quarters are for use as temporary accommodations for people who transfer and so forth?

General REILLY. That is correct.

Senator SYMINGTON. It is my understanding that though the Navy and Army have built a considerable number of these facilities, they have done so out of nonappropriated funds? Where does this differ from the guest houses the other two services have been building?

General REILLY. I would like to differentiate between the two type of facilities.

The facility we are proposing meets overseas requirements. Under law the services are permitted to pay a temporary lodging allowance to personnel as they arrive at their new station, to assist them in bearing the additional cost of living in commercial facilities while awaiting assignment to quarters. A similar cost is experienced when military families vacate quarters at a station a few days prior to their departure to a new station.

The program being accomplished by the Army and the Navy and the Air Force, I might add, is also starting its own program of nonappropriated funds, is more in the morale and welfare area and will provide at selected continental U.S. bases, a motel-type accommodation where our people on temporary duty or permanent change of station or while visiting can have adequate accommodations at reasonable costs. These will be totally supported by nonappropriated funds.

General GODDARD. This particular project, Mr. Chairman, was suggested by the House Armed Services Committee as the kind of a cost-effective, self-amortizing thing that we ought to do, and I promised the chairman of that committee we would address it to this project and you see here results from that promise.

Senator SYMINGTON. The chairman last year or the chairman this year?

General GODDARD. No, sir; it was the former Chairman Mendel Rivers who brought this up and felt that we should address it by putting something on Hickam instead of paying high rates in hotels downtown.

Senator SYMINGTON. In the transfer, would you pay whatever the rates were?

You say here: "Causing individual undue financial hardship." That doesn't imply the Government is going to pay for it?

General REILLY. The Government provides the temporary lodging allowance for a certain period of time out of appropriated dollars. The head of the household gets 50 percent of his established per diem amount, plus 50 percent for his wife and a lesser amount for other dependents. This can add up to $25 or $30 a day. But in order to live in a motel and pay restaurant prices, it can cost him considerably more than that.

So, it is not only a financial hardship to the individual and his family, but the Government is making an outlay of some $20 to $30 a day.

We can prevent a large portion of that by providing onbase quarters. That is what we propose to do, and realize annual savings of $1 million at Hickam with this facility.

Senator SYMINGTON. To whom?

General REILLY. To the Government, as well as, you might say, unidentified savings to the individuals involved.

Senator SYMINGTON. Turning to page 290, the same kind of problem, you propose to renovate an existing permanent building at Brooks to provide a new officers' club. Why can't this be done out of nonappropriated funds?

General REILLY. We limit the use of nonappropriated funds for officers and noncommissioned officers clubs to upgrading existing facilities as opposed to the construction of new facilities.

Brooks has a unique problem in that the club they have now was built in 1918. It is the oldest club in the Air Force, and we have been repeatedly trying to replace that club. Through failure to get a new club by the construction of a new facility, we have decided now to utilize what used to be an officers' field ration mess and simply add onto that at considerably less cost.

Senator SYMINGTON. Going back to Torrejon, in Spain, what is the total military construction being requested this year for that base?

General REILLY. Just a little over $1 million.

Senator SYMINGTON. Is this amount, a pretty large amount for construction, a result of the recent Spanish base agreement?

General REILLY. Sir, the construction has certainly been delayed due to the time involved in working out new agreements with the Spanish Government. These facilities, with the exception of the passenger terminal, are related strictly to the flying missions. We have a wing of an F–4 aircraft assigned to Torrejon. These require an aircraft runup facility and an aircraft engine test facility. The runway centerline lighting and the passenger terminal are related to our larger passenger load transiting the base. These projects have been delayed considerably by the failure to have prompt agreement.

PETERSON FIELD, COLO.

Senator SYMINGTON. Turning to page 297, Peterson Field in Colorado, I notice that the Library Service Center function is being accomplished from three separate Air Force bases, one of which is Richards-Gebaur in Missouri. What kind of library is this?

General REILLY. Mr. Chairman, this library serves a dual function. First, it is the ordinary library for Peterson Air Force Base and the Air Force people supported by that base. Second, it provides library service to over 90 Aerospace Defense Command remote installations which are scattered around the United States.

Now, formerly this work was accomplished at Richards-Gebauer and Hamilton in California, as well as at Colorado Springs.

The Aerospace Defense Command has been reorganizing and centralizing, and it is now more economical, we feel, and more effective to have a single library. We can obtain some definite savings from it, and provide more effective support of our personnel.

Senator SYMINGTON. If you get it, do you scrap the present library there?

General Reilly. The present libraries will continue in use for whatever purposes can be made of them at Richards-Gebaur and Hamilton. They are very small operations, and those bases need libraries as well.

Senator Symington. How about the one at Peterson now?

Generally Reilly. Sir, at Peterson all they have is about 900 square feet of temporary facility which will just be torn down. They really don't have a library facility.

OFFUTT AIR FORCE BASE, NEBR.

Senator Symington. On page 323, we are up to Offutt Air Force Base in Nebraska. This project, the installation of a central utility control center, was turned down for $376,000 in fiscal 1970, and now you want $489,000 in fiscal 1972, even though money is tighter. What are your thoughts about that?

General Reilly. Mr. Chairman, the inflationary trend has affected this one. We have two of these projects in the programs this year. The other one is the Air Force Academy. This is something the Air Force has been trying to get underway for a number of years, consistent with modern industrial practices. It provides, in a central location, a means of monitoring and controlling elements of utility systems such as electrical, heating, air conditioning, water, and sewage. The system can continually monitor temperatures, humidity pressure, flows, and so forth, and alert maintenance managers to impending or actual systems failures. Because corrective action can be taken promptly, equipment life can be increased. Also the supervisory control system can reduce the number of people who, under current conditions, must continually monitor systems and equipment throughout the base.

We are most hopeful that these two projects will be approved.

General Goddard. This kind of system, Mr. Chairman, is a modern surveillance system that is a substitute for man-hours. We are trying to gradually install them to facilitate more effective and economical operation and maintenance of our $16 billion inventory of facilities.

You might say we haven't been very successful so far. We have tried several times.

We would like the committee's special consideration of this this year to enable us to institute some modern surveillance techniques to save manpower.

Senator Symington. How soon do you think you could amortize this? I am sympathetic with the needs at Offutt; it is one of our core bases.

General Reilly. It is going to take a litle over 6 years, Mr. Chairman. I think this is a very conservative estimate.

We don't know how many breakdowns of equipment we might avoid with this system.

GEORGE AIR FORCE BASE, CALIF.

Senator Symington. On page 327, back to the George Air Force Base in California, here you propose to acquire some land and restrictive uses on other lands, apparently to protect your approach and departure corridors.

You have been in business at this base for a considerable time, and I wonder why you think this is necessary now?

General REILLY. Mr. Chairman, we would have been much better off had we controlled this land a number of years ago. This is one of our principal fighter bases which is threatened with serious encroachment at one end of the runway, especially in terms of domestic dwellings being constructed in the approach zone.

We proposed to acquire 280 acres in fee and restrictive easements for an additional 277 acres.

This is a problem that the Air Force, as well as other services are faced with. I would anticipate in the future that we are going to have to acquire certain real estate interests if we are to protect our very valuable bases as well as the best interests of the adjacent communities.

Senator SYMINGTON. Why?

General REILLY. Sir, to prevent the construction of facilities which are incompatible with airbase flying operations and which subject occupants to potential danger.

Senator SYMINGTON. If they want to come in close to take the noise, they also take the risks, don't they?

General REILLY. Sir, we don't feel that they should have that risk.

Senator SYMINGTON. If they want the risk, why shouldn't they be allowed to take it?

General REILLY. It can result in lawsuits against the Government.

Senator SYMINGTON. We are liable to have some lawsuits from the taxpayers.

General REILLY. Generally, we are getting good support from the communities in working toward mutual objectives.

Senator SYMINGTON. If you put up the money.

General REILLY. Yes, sir; and the communities have done a lot. Through the years they have done much beneficial zoning.

Senator SYMINGTON. If they give you zoning protection, why do you need more land?

General REILLY. Zoning hasn't worked in every instance. The encroachment has sometimes progressed to the point where zoning just couldn't handle it. We think at George the problem is especially critical and now is the time to remedy the situation at the least cost to the Government.

LUKE AIR FORCE BASE, ARIZ.

Senator SYMINGTON. Now, at Luke, on page 328, you are asking for $1,069,000 for the construction of a new commissary there, and you are asking for $225,000 for land on which it will be sited.

Surely we have enough land out there, haven't we, to build a commissary?

General REILLY. No, Mr. Chairman. Luke is very restricted in land. For the family housing that we have in the 1971 program it has been necessary to buy additional land. The present commissary is located down very close to the runway and it is our objective to move it, along with other community support facilities which must be replaced, to a better location and develop a new community center.

This piece of land, 26 acres, is actually a little enclave that is bounded on three sides by the base. We should have acquired that land years ago.

Senator SYMINGTON. But, to put up a quarter of a million dollars for more land at Luke for a commissary——

General REILLY. Mr. Chairman, I might add, in our discussions with the House Appropriations Subcommittee it was brought out that about half of this cost relates to a laundry and a couple of other small commercial developments in one corner of this land.

We are now exploring the possibility of not acquiring that particular area, which would reduce the cost of this project about half.

Senator SYMINGTON. How many acres do you have at Luke?

General REILLY. Mr. Chairman, the Government controls 4,161 acres at Luke. Of these, 2,429 are owned by the Air Force. The balance of 1,732 acres are controlled by clearance restrictive and right-of-way easements. I would like to add that in addition to the commissary this plot of land that we are acquiring will eventually accommodate a new theater, a new base exchange, and other community functions which are now in inadequate and improperly sited facilities.

Senator SYMINGTON. You have 4,000 acres. Why you are spending $225,000 for more land is hard for me to understand. I don't know the circumstances.

General REILLY. Sir, I have a map of that that I will be happy to show you.

Senator SYMINGTON. I will take your word for it. That must be a very valuable base.

General REILLY. Yes, sir; it certainly is.

Senator SYMINGTON. General, I have a letter from Senator Tunney here. He asked that consideration be given to approving a new headquarters building and a new medical facility at March Air Force Base. Could you tell us when these would normally appear in the program?

General REILLY. Mr. Chairman, the headquarters facility at March has a quite a history. We built a portion of a new headquarters quite a number of years ago. The remainder of the headquarters has been located in remnants of a World War II hospital complex. It was submitted to the Congress in fiscal year 1968 and was authorized, but not funded.

In the 1970 program we again proposed a project to provide a new headquarters but again it was not approved.

Senator SYMINGTON. Is it in the request this year?

General REILLY. No, sir; it is not in the request this year.

Senator SYMINGTON. What do you have at March now?

General REILLY. Sir, March is the headquarters of the 15th Air Force of the Strategic Air Command as well as supporting a bomber and tanker mission.

Senator SYMINGTON. You don't know when it will be in the program; when it will come up?

General REILLY. No, sir; it is being reviewed, along with other Strategic Air Command requirements. The requirements for expanded medical facilities is also being reviewed. I might add that the present hospital at March is relatively new.

Senator SYMINGTON. Thank you, General. We will submit Senator Tunney's letter for the record at this point.

(The letter referred to follows:)

U.S. SENATE,
Washington, D.C., May 12, 1971.

Hon. JOHN STENNIS,
Chairman, Senate Armed Services Committee.

DEAR MR. CHAIRMAN: In 1968 the Congress authorized construction of a new 15th Air Force Headquarters Building, at March Air Force Base in Riverside, California. However, no funds have been appropriated for this project and the two year authorization has expired.

The construction of a new command center for the 15th Air Force is of urgent necessity for the continued efficient operation of March Air Force Base. General Carlton, commanding officer of the base, has expressed to me his concern over the present condition of the base headquarters and the long overdue need for new facilities. I know that the Department of the Air Force would rate this a top priority item.

The construction of a new command center would replace twenty-six deteriorated wood frame buildings constructed during World War II. Staff agencies are located throughout the complex, resulting in inefficiency and a significant loss in man hours because of distance/coordination problems. Furthermore, the cost of maintaining these twenty-six aging, substandard buildings and utility systems beyond their life expectancy will continue to be high.

The cost of constructing a new brick, concrete, and steel building, designed for seismic conditions, and providing administrative space for nineteen separate staff agencies would be $3,784,000.

I hope you share my concern over the need for the Congress to reauthorize this project and to include funds in the 1972 FY Military Appropriation bill. The security of our nation requires that command centers be housed in safe, modern structures. As you know, California was recently struck by a severe earthquake An earthquake "proof" command center is a vital requirement for the continued operation of March Air Force Base.

Secondly, I have been informed of the need for increased medical facility space at the March Air Force Base Hospital. The present demand for health services exceeds the capabilities of the existing hospital. Additional hospital space is a critical requirement which can only be satisfied by the addition of a new wing to the present facility. It is estimated by the Air Force that $4,200,000 would be required to construct adequate medical facilities at March Air Force Base.

The existing March Air Force Base clinical facility was designed and constructed to provide outpatient care for a military community 71% of that projected to exist in fiscal year 1975.

I sincerely hope you will give careful consideraton to the urgent needs of March Air Force Base. Your assistance in the fulfillment of this request will be greatly appreciated by those stationed at March.

Sincerely,

JOHN V. TUNNEY, *U.S. Senator.*

PREPARED QUESTIONS FROM SENATOR THURMOND

Senator SYMINGTON. In addition, I have some questions for you, General Goddard, five questions from Senator Thurmond that I would like to submit also for the record.

General GODDARD. Yes, sir.

Senator SYMINGTON. If you would answer them.

Question. General Goddard, what do you consider to be the most critical regular construction needs of the Air Force which are not met by your current budget request?

Answer. I would have to say that housing of our people, both bachelor and family, is our most pressing facility problems, and close behind follows the modernization and replacement of our industrial plant within the Air Force Logistics

Command. The first major increment of this program was covered, in some detail, in my statement, and comprises approximately $56 million of our request this year. Personnel facilities are so important because they affect our people and their retention. This, of course, has impact on our goal to have minimum reliance on the draft for an all volunteer force. The depot modernization program is so important because it revamps the logistic lifeline of our Air Force, and it is attractive economically since this program amortizes in approximately three years.

Question. General Goddard, are you familiar with the pollution complaints regarding Andrews Air Force Base and if so, what steps are being taken by the Air Force to meet this problem?

Answer. Yes Senator, we are well aware of the recent newspaper article concerning pollution at Andrews AFB. In Fy 71, we programmed $2.5 million to add advanced waste treatment to comply with water quality standards set in 1969. Subsequently, we entered into negotiations with the Washington Suburban Sanitary Commission (WSSC) to tie into their system. We are now committed to tie into the WSSC system and consequently we can only move as fast as their construction schedule. Their present estimate is to have sewage treatment plant capacity by 1973. Industrial waste at Andrews AFB comes primarily from aircraft washracks. We have been providing oil skimmers at the various locations through base O&M projects. In FY 73, we are proposing a project to tie all of these industrial waste sources together. This program will comply with Executive Order 11507.

Question. How much of the Air Force military construction program for Fiscal Year 1972 can you attribute directly to the impetus of the volunteer armed forces movement?

Answer. As I noted earlier, housing for our people is one of the most important aspects of the Air Force program. It has been for many years. We have approximately $56 million for bachelor housing and community support improvements in this program. However, the Air Force Military Construction Program was not increased as a result of the emphasis on an all volunteer force. The program before the Committee is a normal result of the Air Force's continuing emphasis on facilities for people.

Question. What are the chief problems facing you as director of civil engineering for the Department of Air Force?

Answer. There are several major problems. I will dwell on but a few. First, with a facility deficit approaching $6 billion, we seem to have leveled off at an annual military construction program request to the Congress of about $300 million. At this rate, it will take 20 years to dissipate our deficit, assuming no more generates. This is a problem of real life in the budget environment of today. A second major problem is the maintenance and operation of some 170 major Air Force bases worldwide with a dwindling resource in manpower. We have lost approximately 20,000 people in the Civil Engineer function of the Air Force in the past two years, and our only solution is to obtain more productivity from those left. To this end, increased work force productivity is our number one goal, and we are gratified to report that we are making significant progress in this regard. A third major problem is the retention of officers. The Civil Engineer career field has been a critical area ever since the beginning of the United States Air Force. Our personnel find it easy to obtain civilian employment because their activity in the Air Force has a direct counterpart in the civilian sector of the economy. For this reason, we have always found it difficult to retain an adequate number of commissioned officers with the proper education and professional motivation to lead our vast function. In this regard, our many programs of family housing, better bachelor accommodations, and greater recognition of the importance of the individual, are all steps in the right direction toward the solution of this problem.

Question. Why was the high priority base supply building requested for Shaw Air Force Base in the FY 1972 construction program not approved?

Answer. This is a valid requirement. I am pleased to advise the Senator that the Air Force was able to include the two base supply projects for Shaw in this year's program. Originally, due to the cost of these projects, and the $300 million threshold for Title III, we were afraid we would not be able to do so.

Senator SYMINGTON. All right, General, please proceed with the justification of the line items.

General REILLY. Yes, Mr. Chairman.

AEROSPACE DEFENSE COMMAND (ZONE OF INTERIOR)

The primary mission of the Aerospace Defense Command (ADC) is to discharge Air Force responsibilities for the aerospace defense of the United States. This program contains a request for $3,470,000 involving six construction projects to provide facilities at two Air Force locations. These projects are to support requirements of ADC.

An additional $647,000 is for four projects where ADC units are tenants at Edwards Air Force Base, Calif.; two at K. I. Sawyer Air Force Base, Mich. and one at Loring Air Force Base, Maine, making a total construction program in support of ADC of $4,117,000.

PETERSON FIELD, COLO.

The first installation to be considered in the Aerospace Defense Command program is Peterson Field, located 6 miles east of Colorado Springs, Colo. It is utilized for support operations of the Aerospace Defense Command and the North American Air Defense Command Headquarters. It also supports the Air Force Academy flight training program. The program contains a request for $2,451,000 involving construction of four projects, as follows:

The first item, a new 4,000 square-foot nondestructive inspection facility is required for the inspection and analysis of weapons systems components. There is no suitable facility available for this function.

The second item provides a new 30,370 square-foot automotive maintenance facility required for covered space in which to maintain lubrication, inspection, general repair and replacement of major assemblies of automotive vehicles.

The third item to construct a new 400-seat chapel center is required where religious services may be conducted and group instruction provided to military personnel and their dependents.

The last item requested in this program for Peterson Field is for provision of a new 15,000 square-foot library service center. This facility is needed to process, store, control, receive, and circulate books, maps, periodicals, and technical pamphlets.

TYNDALL AIR FORCE BASE, FLA.

The last base in the Aerospace Defense Command program to be considered is Tyndall Air Force Base, sited 7 miles southeast of Panama City, Fla. The primary mission includes Weapons Test Squadron; Combat Crew Training Squadron; Drone Squadron; Aerospace Defense Weapons Center and Radar Group (Backup Interceptor Control III). A program of $1,019,000 is requested to provide the following two items:

The first item, a new 24,080 square-foot base headquarters facility, is required for effective administration and management of all interrelated command, administration, and personnel support functions.

The last item involves an addition to and alteration work to an existing structurally sound chapel center to provide when completed, 8,760 square feet of space needed to conduct religious services and group instruction for assigned military personnel and their dependents.

AIR FORCE COMMUNICATIONS SERVICE

The Air Force Communications Service (AFCS) Command provides, operates, and maintains telecommunications and air traffic control facilities and services for the Air Force, and for other agencies, as directed by the Chief of Staff, U.S. Air Force. It maintains direct contact with the Federal Aviation Administration and the Defense Communications Agency on matters pertaining to its command mission. The program requests facilities at one base, Richards-Gebaur Air Force Base, Mo., costing $782,000.

An additional $1,881,000 is programed where AFCS units are tenants at Wildwood Air Force Station, Alaska; Tinker Air Force Base, Okla.; and three projects under section 302, Aerospace Communications Facilities portion of the program making a total construction program of $2,663,000 for AFCS.

RICHARDS-GEBAUR AIR FORCE BASE, MO.

Richards-Gebaur Air Force Base is located 16 miles south of Kansas City, Mo., where the planned mission is for a facility checking squadron, Reserve military airlift wing and the Headquarters of the Air Force Communications Service Command. The program requested for this base totals $782,000 and provides for the installation of 500 tons of air conditioning in nine structurally sound airmen dormitories. These buildings have a capacity of 1,116 men. It is essential that proper rest and relaxation of airmen be provided, since this location experiences high temperatures during the summer months.

AIR FORCE LOGISTICS COMMAND

The mission of the Air Force Logistics Command (AFLC) is to provide an adequate and efficient system of procurement, production, surveillance, maintenance, and supply for the U.S. Air Force; provide general overall logistical support for all activities and agencies of the U.S. Air Force; train specialized units for accomplishment of logistics functions in overseas areas and theaters. This program contains a request for $83,714,000 which provides facilities at nine locations under the jurisdiction of AFLC. Of this amount $72,283,000 is for items to support requirements of AFLC and the balance ($11,431,000) is for items to support the Air Force Communications Command and Air Force Systems Command on both Tinker Air Force Base, Okla. and Wright Patterson Air Force Base, Ohio.

HILL AIR FORCE BASE, UTAH

The first location, Hill Air Force Base, is 7 miles south of Ogden, Utah, and is headquarters for the Ogden air materiel area. In addition, the base supports a helicopter combat crew training unit; the Defense

System Evaluation Squadron of the Aerospace Defense Command and a Reserve Military Airlift Group Mission. The total program being requested is $19,595,000 consisting of six items, as follows:

The first project provides alteration of 9,171 square feet of the missile explosive components repair facility for a safe and secure clean room. Hazardous missile system components require clean room work space to accommodate highly specialized and sensitive test equipment, and to accomplish necessary repairs and modification work.

The second project, construction of an 80,000 square foot ballistic missile support equipment overhaul facility, will provide adequate and specialized maintenance on nonreplaceable, nonstandard missile support equipment. These items include transporters and carriages (80 feet long and 70 ton capacity) elevators, antenna controls and other sophisticated support equipment.

The third project, a 43,000 square foot precision measurement equipment facility is needed to recalibrate and certify highly sensitive precision measurement equipment used to maintain modern aerospace weapon systems. The present facility is a World War II wood frame building lacking the necessary environmental controls, and has deteriorated beyond economical repair.

The fourth item will construct a 403,600 square foot consolidated materials processing facility to support worldwide logistical requirements of this central depot. Materials are now being processed, handled and stored in six widely separated buildings designed for support of World War II operations. This dispersed configuration prevents the installation of a completely integrated and mechanized system for full utilization of the benefits derived from modern receiving, identification, stocking, retrieval, and inventorying techniques.

The fifth project is for a 28,000 square yards of surfaced and fenced area for the redistribution and marketing activities at Hill Air Force Base. Surplus material and equipment valued at over $54 million is received from Government agencies in the western one-third of the United States and processed at this installation. No adequate space for this function is presently available.

The last project in the Hill Air Force Base program is the construction of a 96,200 square foot composite medical facility with 45 beds, 12 dental treatment rooms, and outpatient clinics. The existing World War II facility consists of 18 buildings in continual operation since 1941 which are professionally obsolete, functionally inadequate; the structural and mechanical systems are deteriorated beyond economical repair.

KELLY AIR FORCE BASE, TEX.

The second is Kelly Air Force Base, located 6 miles west southwest of San Antonio, Tex. The base supports the San Antonio Air Materiel Area Headquarters, Electronics Maintenance and Communication Squadron under control of the Air Force Communication Service, the headquarters of the USAF Security Service, a Reserve Tactical Airlift Group, and an Air National Guard Tactical Fighter Group. The total program being requested contains $12,585,000 for five projects.

The first item, alteration of 17,192 square feet of an existing facility, will provide an adequate depot maintenance facility for engineering

analysis of aerospace weapon systems components. These essential activities are now being conducted in a World War II warehouse building which lacks adequate utilities and configuration for necessary control of dust, temperature and humidity.

The second item is for construction of a 35,752 square foot facility to test and overhaul aircraft radomes which are now being repaired in a deteriorated wooden building originally built as a garage. This facility will provide the necessary temperature, humidity and dust controls plus a contiguous test facility.

The third project provides a 38,232 square foot aircraft electronic components overhaul facility for assembly disassembly, inspection and identification of work on sensitive electronic countermeasures, fire control systems and radar/radio equipment removed from aircraft; present facility is inadequate.

The fourth item is for construction of a 380,000 square foot consolidated materials processing facility to support worldwide logistical requirements at this vital depot. These functions are now being performed in widely separated inadequate facilities which prevent the installation of a completely integrated and mechanized system required for quick, efficient reaction to requirements.

The last project, a 27,900 square foot environmentally controlled health laboratory is needed for surveillance, identification and elimination or reduction of environmental and biological health hazards in Air Force operations. This function is now being performed in wood frame buildings that cannot be upgraded to support this essential requirement.

M'CLELLAN AIR FORCE BASE, CALIF.

The third base in the Air Force Logistics Command program is McClellan Air Force Base, located 7 miles northeast of Sacramento, Calif. The primary mission of this base is to support the Sacramento Air Material Area Headquarters. It also supports an aerospace defense command airborne early warning control wing; a military airlift command weather reconnaissance wing; and a reserve military airlift group. The total program being requested at this location amounts to $727,000 for installation of air conditioning in nine buildings housing a capacity of 1,308 airmen dormitory spaces. It will complete total air conditioning requirements for all permanent dormitories. None of the permanent dormitories are now air conditioned.

NEWARK AIR FORCE STATION, OHIO

The fourth base is Newark Air Force Station, located 4 miles southwest of Newark, Ohio. Newark Air Force Station is the Aerospace Guidance and Metrology Center. The request for two projects amounting to $1,476,000, as follows:

The first project alters 6,000 square feet of the existing clean room and upgrades the environmental control system to provide proper controls and functional layout to assure reliable operation of delicate guidance system and components.

The last project will enlarge the existing environmentally controlled facilities for depot precision measurement equipment activities. Primary measurement standards, used for the precise calibration

of complex Air Force operational and test equipment, are maintained at this location. The introduction of more complex aerospace weapon and support system requires an expansion of this facility.

ROBINS AIR FORCE BASE, GA.

The fifth of the seven Air Force Logistics Command bases being considered is Robins Air Force Base, located 18 miles south of Macon, Ga. The principal mission of this base is to support the Headquarters of the Warner Robins Air Materiel Area. It also supports a heavy bombardment wing of the Strategic Air Command; a tactical airlift wing of the Tactical Air Command; the Headquarters of the Air Force Reserve Command, and a mobile communications group of the Air Force Communications Service Command. This request is for six projects amounting to $17,133,000.

The first project provides for the construction of a 50,000-square-foot depot maintenance facility for engineering analysis of aircraft systems. Existing facility is deficient in size layout and environmental regulating equipment for adequate support of the engineering function provided by this activity.

The second project will construct a 218,400-square-foot depot aircraft maintenance facility and upgrade 150,538 square feet of an existing aircraft components overhaul shop. These activities are presently being conducted in six widely dispersed buildings lacking sufficient size and environmental controls.

The third project, a 23,000-square-foot consolidated maintenance facility for depot overhaul of aircraft instruments and control systems presently being accomplished in four separate buildings which are inadequate due to dispersed configuration and lack of proper temperature, humidity, and dust control.

The fourth project will provide construction of a 31,500-square-foot precision measurement equipment facility for repair, calibration, and certification of highly sensitive precision measurement equipment used to maintain current aircraft and weapons systems. Present activities are being conducted in four widely dispersed buildings that lack sufficient size, are poorly configured and do not have adequate temperature, humidity, and dust controls.

The fifth project, a 324,000-square-foot materials storage and handling facility, is required to support depot inspection and repair of weapons systems. Sufficient indoor facilities are not available.

The last project provides construction of a 101,300-square-yard onbase access road to connect with a State constructed off-base interchange. This road will relieve the traffic congestion created by obsolete arterial traffic routes onbase.

TINKER AIR FORCE BASE, OKLA.

The sixth base is Tinker Air Force Base, located 8 miles southeast of Oklahoma City, Okla. The primary mission of this base is to support the Headquarters of the Oklahoma City Air Materiel Area. It also supports a reserve tactical airlift group, and a mobile communications group of the Air Force Communications Service Command. This request is for four projects costing $13,621,000 including one project for Air Force Communications Service at $96,000.

The first item, an Air Force Communication Service requirement, will provide an 1,152-square-foot transmitter building and antenna platforms. Direct voice communication from the aircraft to control tower and associated navigational aid units is essential to safe and effective control of air operation. Temporary transmitters are now being used as an interim measure.

The second item constructs a four-cell, 60,276-square-foot high thrust jet engine test cell facility. These additional test cells are required to maintain the total engine testing requirement at Tinker Air Force Base.

The third item will provide for the installation of 475 tons of air conditioning in the aircraft engine fuel system test facility. Excessive heat during the summer months exceeds allowable limits and creates a loss of about 17,000 man-hours per year.

The last project constructs a 12,000-kilovolt-ampere addition to an existing electrical substation. The existing substation is now overloaded and must be increased in capacity.

WRIGHT-PATTERSON AIR FORCE BASE, OHIO

The last Air Force Logistics Command location to be considered is Wright-Patterson Air Force Base, located 5 miles northeast of Dayton, Ohio. The primary mission of this base is to support the Headquarters of the Air Force Logistics Command. It also supports the Aeronautical Systems Division of the Air Force Systems Command; an aerospace medical research laboratory; an Air Force materiels laboratory of the Air Force Systems Command; the Air Force Institute of Technology of the Air University; a strategic heavy bombardment wing; and the Air Force Systems Command Foreign Technology Division. This request is for three projects costing $18,302,000 including one project for Air Force Systems Command for $11,335,000.

The first item is a 228,000-square-foot logistics management facility. From this base, the Air Force Logistics Command controls more than $10 million of expenditures in the management of vast weapons system supply and maintenance functions. To provide for responsive efficient management at the lowest cost, an advanced logistics center was established at the headquarters in 1968. It uses the highest order of advanced computer technology and more than 1,400 logistics/computer specialists. The development of the computer complex and assignment of over 500 additional people created a critical need for additional adequate space and rearrangment of activities for effective and economical accomplishment of the overall management function. Due to lack of adequate properly located space, personnel of the logistics center are working under deplorable conditions in a WWII open bay, wood frame building which is structurally unsound and physically separated from the computer complex. The requested facility will permit collocation of all functions of the advanced logistic center functions.

The second project constructs a facility to house electronic equipment for consolidation of two radio aids to navigation. Collocation of VHF omni-directional range (VOR) and tactical air navigation (TACAN) systems into a common facility is required to improve their effectiveness.

The last project, for Air Force Systems Command requirements, provides a 161,650-square-foot materials laboratory. The present lab is supporting an annual research and development program valued at $50 million. Existing facility is 30 to 40 years old and is completely inadequate to support modern research needs.

VARIOUS LOCATIONS

In addition to the base programs under Air Force Logistics Command, one project for the acquisition of off-base petroleum delivery systems serving Pease Air Force Base, N.H., and Dover Air Force Base, Del. All fuel for aircraft operations at these two bases is delivered by privately owned pipelines. To avoid seizure of these facilities by Internal Revenue Service for immediate resale at auction to satisfy a tax judgment against the owners the Air Force proposes acquisition and operation of these facilities as being in the best interest of the Government.

AIR FORCE SYSTEM COMMAND—ZONE OF INTERIOR

The mission of the Air Force Systems Command (AFSC) is to advance aerospace technology, adopt it into operational aerospace systems, and acquire qualitatively superior aerospace systems and material needed to accomplish the Air Force mission.

The program contains a request for $15,313,000; of this amount $14,726,000 is for items to support the AFSC mission, $218,000 is in support of the Aerospace Defense Command and $369,000 is in support of the Tactical Air Command.

Similarly, presentations of other commands will include $18,009,000 for the Air Force Systems Command making a total construction program in the United States of $32,735,000 in support of the Air Force Systems Command.

ARNOLD ENGINEERING DEVELOPMENT CENTER, TENN.

The first Air Force Systems Command installation to be considered is the Arnold Engineering Development Center, located about 12 miles northeast of Tallahoma, Tenn. This large-scale test installation supports the timely attainment of aerospace systems by conducting research, development, and testing in the fields of gas dynamics, propulsion systems, and aerospace environment using ground facilities to simulate the necessary flight conditions. The total program requested here is $1,244,000 and consists of three items.

The first item will provide alterations to the 16-foot transonic wind tunnel test section and model catching screen. To permit valid and realistic testing, drop models such as bombs, missiles, and fuel tanks should be as large as possible in order to obtain reliable data. Currently the only testing capability is in the 4-foot transonic tunnel. This small tunnel requires excessive miniaturization of models with resultant degradation in the accuracy of test data.

The second item will provide for the installation of six new exhaust gas coolers in the propulsion engine test facility. These new coolers will replace the existing 17-year-old badly deteriorated exhaust coolers. They have developed an excessive number of leaks for which repair

is no longer practical. The gas coolers are an essential element of the propulsion engine test facility which is needed to detect, identify, and assist in devising solutions for critical engine design and performance problems early in the development cycle.

The last item will provide for the installation of a central 55-ton air-conditioning system in the permanent officer quarters. Currently exhaust fans are the only means of ventilating this 28-man facility. This system is not adequate to maintain the comfort level needed to insure proper rest for the officers living in this building.

BROOKS AIR FORCE BASE, TEX.

The second base to be considered is Brooks Air Force Base, located about 6 miles south-southeast of San Antonio, Tex. The planned use of this base is in support of the Aerospace Medical Division; the Air Force Human Resources Laboratory and the Air Force Aerospace Medical School. The total program requested is $4,353,000 and comprises three items, as follows:

The first item is for the construction of a 73,640 square foot human resources research facility. A new facility of adequate size with functional arrangements and environmental controls, is required to house the professional staff and high capacity computerized equipment needed to conduct a comprehensive program of human resources testing, training, and evaluation. Currently this program is divided between two bases. The management function is located in World War II wood-frame structures on Brooks and the computer is located on Lackland Air Force Base. This low-capacity computer cannot accommodate modern analytical programs that are an essential element to this research task. This improvised arrangement provides only limited potential for the development and application of techniques for improved testing and evaluating Air Force personnel.

The next item will provide for the construction of a 20,000 square foot dispensary with five dental treatment rooms. The existing facility consists of four World War II wood-frame badly deteriorated buildings. These buildings have outlived their useful life and cannot be economically upgraded. In addition they are poorly configured, inadequate in size, and lack proper latrine facilities.

The last item in this program for Brooks will provide a 9,232 square foot addition to an existing 6,768 square foot building in order to provide a total of 16,000 square foot officer open mess. The existing open mess is located in a wood-frame building that was constructed in 1918. This aged structure has badly deteriorated and the utility systems have become so unreliable that constant and costly maintenance is required. This project will convert an existing building originally constructed for an officers' dining facility into an officer open mess.

EDWARDS AIR FORCE BASE, CALIF.

The next base to be considered is Edwards Air Force Base, located about 65 miles north-northeast of Los Angeles, Calif. The planned use of this base is in support of the Air Force Flight Test Center, the Air Force Rocket Propulsion Laboratory, a Headquarters Command aerospace technical development and training group and miscellaneous re-

search and test programs for the Army, Navy, and NASA. The requested program totals $3,715,000 and consists of 10 items.

The first item will provide a 2,110 square foot addition to the base telephone exchange facility. This addition is needed to provide a cable vault and to relieve the overcrowded conditions thereby improving the maintenance and repair capability and better utilization of telephone equipment.

The second item will provide for the construction of an aircraft navigation and landing facility in which to house the electronic equipment for consolidation of two radio aids to air navigation. Collocation of the VHF omnidirectional range (VOR) and the tactical air navigation (TACAN) systems is required to improve their effectiveness and to reduce the operating frequency requirements.

The third item will provide a 4,253 square foot satellite tracking support facility for centralized supervision of data analysis, training, and supply functions associated with satellite tracking camera operations. Currently these functions are being performed in two leased trailers plus a small amount of space borrowed from other activities. This space is not adequate in which to satisfactorily perform precise data reduction.

The fourth item will provide interior alterations to a 95,516 square foot aircraft flight test maintenance facility consisting of four buildings. Continued flight testing is required to assure that aircraft weapons systems maintain their effectiveness in today's changing tactical environment. Flight testing and systems evaluation are the only practical means for insuring that these weapons systems are fully adequate, safe, and reliable before they are added to the inventory. Shop and maintenance space must be provided for installation of test mockups, adjustment of new subsystems and components, and for analysis and evaluation of test performance data.

The fifth item will provide for the construction of a 5,320-square-foot addition and alterations to 10,345 square feet of an existing aircraft engine shop. New prototype engines must be frequently disassembled to inspect vital parts for wear and to install modifications. The existing engine shop is too small and is not properly configured to adequately support the test program on this base.

The next item will provide for an addition and alterations to the aircraft arresting systems research facility. New high capacity arresting gear systems are required to provide adequate, safe, and reliable emergency stopping capabilities for modern high performance aircraft. The existing test complex lacks sufficient strength for safe and accurate testing as the foundations are only one-third the required thickness and have begun to break up thereby impairing the lives of the operational crews.

The next item will provide for the alterations to a 38,500-square-foot composite medical facility so that the air conditioning, heating and emergency electrical systems can be expanded. The existing heating and air-conditioning systems are inadequate and cannot maintain conditions at acceptable levels for patient comfort and health. And there is only sufficient emergency power to serve the operating rooms—other critical areas do not have any.

The next item will provide a 7,210-square-foot addition to the existing printing plant in order to have adequate storage, distribution, and

effective administrative space. Existing storage space is in an old deteriorated metal building which has outlived its economical life. The floors cannot support heavy paper stock loads nor mobile equipment to handle it. The movement of all stock must be accomplished manually.

The next item will provide for the construction of a 7,077-square-foot addition and alterations to 9,397 square feet of an existing commissary. The existing commissary is unable, due to deficiency in size and layout, to adequately serve its patrons and must be expanded in order to provide an efficient, convenient, well-stocked commissary.

The next item will provide for relocating overhead electrical distribution lines in an aircraft testing area. Safe and effective testing of new high speed aircraft requires unrestricted air space for low-level flight in test areas. These overhead electrical lines present a flying safety hazard and adversely affect the capability to fully test aircraft in this area.

ELGIN AIR FORCE BASE, FLA.

The next base to be considered is Eglin Air Force Base, located 6 miles northeast of Fort Walton Beach, Fla., and includes auxiliary No. 9 airfield of the Eglin complex. The mission of Eglin Main Base is in support of a Tactical Air Command tactical fighter wing; Military Airlift Command aerospace rescue and recovery wing; an Aerospace Defense Command aerospace defense squadron and an armament development test center. At auxiliary No. 9 there is a special operations force under the jurisdiction of the Tactical Air Command. The program requested for these two locations amounts to $4,248,000 and consists of eight items.

The first item will provide for the construction of two each aircraft runup facilities, complete with supporting facilities and foundations for installation of sound suppression equipment. Jet aircraft engines require that they be runup to full power for checking and adjusting them. Sound suppression equipment must be provided to protect operating personnel from injurious effects of high intensity noise and to control noise interference with adjacent base and community activities. The existing facility is far removed from the maintenance area, does not have sound suppression nor can it be economically installed due to long utility runs.

The second item will provide for the construction of a new 6,318-square-foot aircraft target study facility for the Tactical Air Command. A secure facility is required in which to study and analyze target intelligence and mission information, and develop enroute flight plans and mission profiles in order to maintain established levels of combat readiness. Currently these activities are being conducted in space temporarily borrowed from the wing headquarters resulting in overcrowding and congestion. There are no other facilities available on base.

The third item will provide for the construction of a 2,350 square foot armament ballistics research facility and tunnels to support the development of modern aircraft guns and projectiles. Full understanding of the effects of new rapid firing airborne weapons requires thorough evaluation under carefully instrumented conditions. A facility of proper size and configuration equipped with an instrumented firing tunnel is required to support these essential development and test func-

tions. There is no adequate facility available. Experimentation is now partially accomplished by using an outdoor gun range and the altitude simulation hypervelocity tunnel.

The third item will provide for the construction of a 2,350-square-foot specialized engineering facility for armament assembly and checkout of aircraft launched missile and aerial target systems. The preparation of aircraft-launched missiles and aerial targets for flight testing requires checkout of individual components, assembly, integration, and final verification of functional adequacy prior to actual flight. Safe and reliable accomplishment of these activities requires a specialized engineering laboratory with adequate space and safety features as well as proper temperature, humidity, and dust control. Currently, this important and complex work is being conducted in mobile vans and portions of various existing facilities.

The fifth item: Construction of a 4,200-square-foot radar tracking facility and boresight tower for tracking of low approach aircraft engaged in testing and developing new airborne weapons, delivery systems, and techniques. There is a continuing requirement to increase the accuracy of airborne weapons. Developments in electro-optical sensor technology for target acquisition and weapon guidance, provide significant opportunities for achieving greater accuracy and reliability. Existing radars can provide accurate time and space positioning data for aircraft operating at altitudes above 5,000 feet; however, effective testing of electro-optical systems requires precise tracking radar coverage down to 100 feet.

The sixth item: Construction of an 18,540-square-foot base engineer management facility. The base engineer is responsible for the operation and maintenance of all base buildings, payments, real estate, and uitility systems. Eglin is the Air Force's largest installation in land area, and has a work force of over 1,000 persons for the operation and maintenance of this vast installation. A suitable building of adequate size and functional configuration is required in which to consolidate management activities. At present, management functions are being conducted in nine widely separated World War II buildings that have deteriorated beyond economical repair.

The seventh item is for a new 21,000-square-foot gymnasium. The present gym is a small, deteriorated World War II structure, and has become so structurally unsound that certain areas are unsafe for use. The building will be condemned unless extensive and costly repairs are made—even then it will be inadequate because of its size.

The eighth item will provide for the installation of a new electrical distribution system to serve major testing facilities in the western half of this installation. This new system includes 261,624 feet of wire, poles, insulators, switches, transformers, and associated equipment. The existing system is not capable of providing reliable and adequate power to the critical test radar installations.

LAURENCE G. HANSCOM FIELD, MASS.

The next installation is Laurence G. Hanscom Field, located 3 miles northwest of Waltham, Mass. The planned use of this station is in support of an Air Force Reserve military airlift wing, headquarters for the Electronic Systems Division, and the Cambridge Research Labor-

atory. The requested program amounts to $1,346,000 with which to provide a 23,320-square-foot optical physics laboratory. This facility will house a molecular beam laboratory which will be the only one of its kind in the country where low-energy molecular interactions can be studied and exploited for direct application to military objectives. This project will provide a properly sized and functionally configured laboratory equipped with the necessary environmental controls needed to accomplish this important and highly specialized research effort.

SPACE AND MISSILE TEST CENTER SANTA INEZ PARK, CALIF.

The next to the last item to be considered is in support of the Space and Missile Test Center and consists of a test range optical tracking facility costing an estimated $84,000. This small 1,132-square-foot facility will be located on Santa Ynez Peak, Calif., about 30 miles east of Vandenberg AFB. An optical tracking facility equipped with a vibration-free tracking instrument column is required so that accurate and effective missile peformance data can be obtained for missile evaluation programs. Currently, portable equipment mounted in trailers is being used. A permanent facility is needed to accommodate the sensitive, optical, photographic, and electronic equipment in a precisely controlled environment.

SATELLITE CONTROL FACILITY—VANDERBERG, CALIF.

The last item to be considered in the Air Force Systems Command program supports the satellite control facilities program in the United States. These facilities consist of tracking stations strategically located to track, monitor, collect data, and provide input to satellites in equatorial and polar orbits. The program requested amounts to $323,000 and consists of one item—construction of a radar antenna support facility on Vandenberg AFB, located about 130 miles northwest of Los Angeles, Calif. This facility, a reinforced concrete radome support ring with interior partitions, is required for the installation of a new antenna. The two existing antennas are no longer capable of handling data collection requirements due to the increased number of satellites that must be monitored.

AIR TRAINING COMMAND

The mission of the Air Training Command is to provide flying training leading to an aeronautical rating; air crew training; basic and advanced technical training leading to an Air Force specialty; basic military training; mobile training; and such other training as may be directed by the Chief of Staff, U.S. Air Force. To implement this vital mission, a program for $34,646,000 is being requested which provides for the construction of 31 operational and support type facilities at 11 training bases.

KEESLER AIR FORCE BASE, MISS.

The first base to be considered is Keesler Air Force Base, located 1 mile west of Biloxi, Miss. This base supports a technical training

center and an electronic installation group under control of the Air Force Communications Service Command. The program requests $2,900,000 for the following two items:

The first item is for installation of 1,400 tons of air-conditioning in five structurally sound airmen dormitories having a capacity of 2,436 airmen. This project is the final of three increments to provide central air conditioning for airmen dormitories.

The last item is for the expansion and upgrading of the existing base electrical distribution system to allow higher voltage transmission and increased capacity to support base mission requirements.

LACKLAND AIR FORCE BASE, TEX.

The next base to be considered in the air training command's program is Lackland Air Force Base, located 8 miles west-southwest of San Antonio, Tex. This base supports a basic military recruit training center, personnel processing squadron, and a U.S. Air Force technical school and an officers training school, located at Medina Annex. The program requested here is for $2,564,000 for the provision of 1,780 tons of air conditioning in 66 dormitories that are presently ventilated by exhaust fans in each building. The equipment is not adequate for control of sustained high summertime temperatures and humidity. The project represents the final increment of a phased program to air-condition permanent structurally sound airmen dormitories on this base.

LAREDO AIR FORCE BASE, TEX.

The third base to be considered is Laredo Air Force Base, located 3 miles northeast of Laredo, Tex. The base supports an undergraduate pilot training school. The program for this base contains a request for $331,000 for two items:

The first item is for construction of an aircraft navigation and landing facility to house electronic equipment for consolidation of two radio aids to air navigation. The completion of this facility will vastly improve flexibility in the use of these aids in air navigation in air traffic control.

The last item, a 5,934-square-foot nondestructive inspection facility, is needed for the inspection and analysis of aircraft components. Using modern scientific equipment, it is possible to inspect and analyze aircraft components without major disassembly or destruction of materials.

LAUGHLIN AIR FORCE BASE, TEX.

The next base for consideration is Laughlin Air Force Base, sited 7 miles east of Del Rio, Tex., where the primary mission is the undergraduate pilot training school. The requested program at this base amounts to $579,000 for construction of a new 25,536-square-foot aircraft engine shop required for performance of engine maintenance activities including assembly/disassembly, chemical cleaning, precision inspection and balancing of high performance aircraft engines.

The existing building where these functions are currently being performed is totally inadequate and will be demolished upon completion of this project.

LOWRY AIR FORCE BASE, COLO.

Lowry Air Force Base, located 1 mile southeast of Denver, Colo., has a technical training center as its primary mission. The program for this base contains a request for $8,435,000 involving four projects:

The first item for construction of an addition to and interior alteration of a ballistic missile maintenance training facility, when completed, will provide a functionally configured, environmentally controlled building to enhance strategic nuclear missile training activities.

The second item, an 88,674 square-foot personnel rehabilitation center, comprising a five-building complex, is required for the confinement and rehabilitation for all airmen convicted by a military court, and sentenced to serve more than 30 days, but less than 1 year's confinement. The existing buildings where these functions are being accomplished are not functionally adequate for effective rehabilitation activities.

The third item is for the construction of a new 996-man capacity composite airmen dormitory for assigned airmen students to meet current and projected housing loads for students undergoing technical training on highly complex weapons systems.

The last item requested in this program for Lowry Air Force Base is the construction of a new 20,700 square-foot, 400-seat chapel center. This religious facility is required for military personnel and their dependents, and will also provide space for normal church organization meetings and social activities.

MATHER AIR FORCE BASE, CALIF.

The next base is Mather Air Force Base, located 12 miles east northeast of Sacramento, Calif., where the primary mission is navigator training school; heavy bombardment squadron and heavy air refueling squadron both under control of the Strategic Air Command. The requested program at this base is for $2,891,000 involving the construction of the following two items:

The first item, a new 46,157-square-foot navigator academic training facility is required for the development of highly skilled and fully qualified Air Force navigators. The existing classroom facility is not large enough to support this requirement.

The last item is for the construction of a 30,000-square-foot environmentally controlled navigator mission simulation taxiway facility complex to house specialized training equipment for assigned aircrew personnel. In addition, space will be included in this faculty for student training and instructor briefing and critique, to produce qualified navigators.

RANDOLPH AIR FORCE BASE, TEX.

Randolph Air Force Base, located 15 miles northeast of San Antonio, Tex., supports headquarters air training command, undergraduate pilot training school, instrument pilot instructor school, military personnel center (Headquarters, U.S. Air Force) and recruiting service. The program requests $1,122,000 for the following three projects:

The first item, construction of a new 14,700 square-foot base communications center, is required to house new automatic message han-

dling and cryptological equipment, maintenance support, technical control, and management of communications functions.

The next item, a 5,934-square-foot nondestructive inspection facility, is needed for the inspection and analysis of aircraft components. Using modern scientific equipment, it is possible to inspect and analyze aircraft components without major disassembly or destruction of materials.

The last item being requested for Randolph Air Force Base is the expansion of the existing base utility systems to provide essential services to new facilities that have been constructed in past military construction programs.

REESE AIR FORCE BASE, TEX.

The eighth of the 11 bases to be considered is Reese Air Force Base, located 6 miles west of Lubbock, Tex. This base supports an undergraduate pilot training school. The program requested for this base amounts to $2,522,000 to construct the following four items:

The first item, a new 7,031-square-foot base flight operators facility is required to allow orderly flight planning, to provide adequate weather service and to effectively control all assigned base flights and transient aircraft operations.

The second item, the construction of a 24,080-square-foot headquarters facility is needed for effective administration and management of all interrelated command, administrative and personnel support functions.

The third item is for the provision of 100 tons of air-conditioning in two permanent structurally sound airmen dormitories, having a capacity of 284 airmen. The base location is such that it experiences high temperatures during the summer months.

The last item requested for this base is for the construction of three buildings, having a total capacity of 120 bachelor student officers. These onbase living quarters are essential to house student pilot officers in their accomplishment of the base mission.

SHEPPARD AIR FORCE BASE, TEX.

Sheppard Air Force Base is located 3 miles north of Wichita Falls, Tex. The base is host to the German Air Force undergraduate pilot training, military assistance program pilot training, technical training center, and medical service school. The requested program at this base is for $9,893,000 for the construction of the following six items:

The first item, a new base maintenance training facility containing 76,250 square feet is required to provide classrooms, laboratories, and support areas for training military craftsmen responsible for base facility maintenance. This is the second phase of a three-phase program to provide modern training activities.

The second item, a new 5,934-square-foot nondestructive inspection facility is needed to house X-ray, ultrasonics, electrical, magnetic, and optics for testing aircraft components without major disassembly or destruction of materials.

The third item in this program for Sheppard Air Force Base is for the construction of a new 5,900-square-foot aircraft corrosion

control facility. It is of paramount importance that early detection and correction of corrosion problems be made before they assume major proportions.

The next item, a base personnel office containing 70,940 square feet of space will provide a central, functionally adequate point of service for all military and civil service personnel located at Sheppard Air Force Base.

The next to the last item requested is for the construction of a 996-man composite airmen dormitory and dining hall building for assigned airmen students undergoing technical training on highly complex and sophisticated weapons systems. Failure to provide this facility will necessitate students living in overcrowded conditions and will adversely affect their morale and efficiency.

The last item requested is construction of a new 40-man capacity officers quarters building to provide adequate housing for students and assigned bachelor officers. The completion of this project will meet approximately 40 percent of the total requirement based on the current mission.

VANCE AIR FORCE BASE, OKLA.

Vance Air Force Base is located 3 miles south southwest of Enid, Okla., and supports an undergraduate pilot training school. The program contains a request for $1,770,000 for the construction of three items:

The first project, a new 1,060-square-foot communications receiver facility, is required to house sensitive radio receiver equipment and when completed will provide reliable direct voice communications between aircraft and the airfield control tower.

The next item, pilot academic training facility of 26,804 square feet, is required to support undergraduate pilot training functions. The existing buildings where these functions are currently being performed are beyond economical repair and are scheduled for demolition upon completion of this project.

The last item, construction of two buildings have a capacity of 80 officers' quarters, are required to house bachelor student officers in the pursuit of the pilot training program at Vance Air Force Base.

WILLIAMS AIR FORCE BASE, ARIZ.

The last base to be considered in the Air Training Command's program is Williams Air Force Base, located 13 miles southeast of Mesa, Ariz. The base suports undergraduate pilot training school and combat crew training squadron under the military assistance program. The program requested at this base amounts to $1,639,000 involving the following three items:

The first item, construction of a new 19,847 square foot pilot flight training facility, when completed, will provide a central facility where students assigned to T–37 trainer aircraft can prepare flight plans, receive preflight briefings and instruction. This project will satisfy the total requirement for this type of training facility.

The next item, an addition of 5,350 square feet to the existing 31,080 square foot aircraft engine shop, when completed, will meet the total requirement to provide periodic aircraft engine maintenance activities.

The last item being requested for Williams Air Force Base is for the construction of an NCO open mess, of 16,800 square feet, which is essential to the feeding of NCO's at this base. In addition, space will be provided for official and semiofficial functions for both NCO's and their dependents.

ALASKAN AIR COMMAND

The Alaskan Air Command provides combat-ready forces, defense weapons systems, aircraft control and warning elements, and air defense forces within Alaska for employment under the operational control of Command, Alaska NORAD/CONAD region. It also provides logistical support for the Strategic Air Command, the Military Airlift Command, the Aerospace Defense Command, the Command of the Alaskan Sea Frontier and the United States Army. To provide for the accomplishment of these combat readiness missions, this program supports: Elmendorf, a major operational air base; Eielson, Air Force Base, two forward operating bases at Gelena and King Salmon and 94 other installations at various locations in Alasko.

The program to improve the combat readiness and capabilities for support of the advanced weapons and defensive systems in Alaska Air Command totals $2,501,000 of which $225,000 is for a Strategic Air Command requirement and $100,000 for Air Force Communications Service Command.

EIELSON AIR FORCE BASE, ALASKA

The first Alaskan Air Command base is Eielson Air Force Base located 26 miles southeast of Fairbanks, Alaska. This base supports a weather reconnaissance squadron of the Military Airlift Command; a strategic reconnaissance squadron and an air refueling squadron (rotation) of the Strategic Air Command; a tactical reconnaissance squadron (rotation) and a tactical fighter squadron (forward alert aircraft). The program requested for this base totals $968,000 and consists of two items, as follows:

The first project, an 1,873-square-foot communication transmitter and receiver facility in support, Strategic Air Command requirement. The present facility is in an advanced state of deterioration and there is no space available in the immediate area to house this function.

The last project is for the installation of 3,000 linear feet of standard approach lighting at the northwest end of the primary runway. The existing lighting is obsolete and cannot be upgraded.

ELMENDORF AIR FORCE BASE, ALASKA

The next Alaskan Air Command is Elmendorf Air Force Base, located one mile northwest of Anchorage. This base supports the Alaskan Command Headquarters, the Alaskan Air Command Headquarters, tactical airlift squadron, tactical fighter squadron and an aerospace rescue and recovery squadron of the Military Airlift Command. The program requested for this base totals $441,000 and consists of the following four items:

The first project provides an aircraft run-up facility, complete with supporting facilities and foundation for installation of sound suppres-

sion equipment. Sound suppression are required to protect operating personnel and control noise interference with adjacent base and community activities. No sound suppression equipment is available at this base.

The second project is for 1,550 square feet expansion of the existing precision measurement equipment facility which is not deemed adequate to provide required calibration and certification of precision measurement equipment for on and off base units.

The third item, for addition of 2,009 square feet to the existing gymnasium is needed to provide space to house two handball courts. Base personnel require facility of adequate size and capability to provide complete and diversified programs.

The last item in this program is for installation of a fire protection supply system by extension of the water distribution system and installation of fire hydrants for the aircraft parking area.

VARIOUS LOCATIONS, ALASKA

This part of the Alaskan Air Command program requests $1,092,000 for various support facilities at two sites in Alaska.

SHEMYA AIR FORCE BASE, ALASKA

The first station under the various Alaska program is Shemya Air Force Base, located 1,500 miles west of Anchorage, Alaska at the end of the Aleutian chain. It supports a security squadron under the Air Force Security Service Command; a technical operations squadron (detachment); a strategic wing (detachment) under Strategic Air Command. A total of $992,000 is requested for this station involving the provision of the following two items:

The first item replaces a worn-out generator and provides alteration to the powerplant bulding. Three of the generators were replaced by a previous military construction program and this will replace the remaining one.

The last item provides a 400,000-gallon water storage tank to provide adequate water for fire and domestic use at this remote base. When completed, 800,000 gallons of storage will be available for both domestic and fire protection uses.

WILDWOOD AIR FORCE STATION, ALASKA

The last station under the various Alaska program is Wildwood Air Force Station, located 65 miles southwest of Anchorage, Alaska. Wildwood Air Force Station is a communication site. The $100,000 requested for this station will provide necessary alteration work and 300-square-foot addition to the electric powerplant to provide an adequate and reliable electrical power distribution for the Defense Communications Agency long-haul communications system at this location.

HEADQUARTERS COMMAND

The mission of the Headquarters Command is to provide proficiency flying, training, and support of the U.S. Air Force personnel in the Washington area. Specifically, this command provides administrative

and logistical support for the USAF Headquarters Squadron, for those Air Force units stationed within the Washington area where inherent organizational structure does not permit other support, and such other missions as may be directed by the Chief of Staff, U.S. Air Force.

Included within the Headquarters Command total program are three projects totaling $2,013,000 at Andrews Air Force Base and four projects totaling $7,185,000 at Bolling Air Force Base.

ANDREWS AIR FORCE BASE, D.C.

Andrews Air Force Base is located 11 miles southeast of Washington, D.C. This base supports the Headquarters of Air Force Systems Command, composite wing; airborne command control squadron; helicopter squadron; military airlift special mission wing under control of Military Airlift Command, Reserve tactical airlift wing, and Air National Guard tactical fighter wing. The total program requested for Andrews Air Force Base amounts to $2,013,000 and consists of the following three items:

The first item will provide the final increment of a phased program for air-conditioning of airmen dormitories to maintain the proper comfort level for assigned airmen.

The next item to alter the electric powerplant provides 300 kilowatts of uninterruptible power for operating the computer and communications equipment. When completed, it will insure a reliable and highly stable source of power in the event commercial sources become unavailable or are interrupted.

The last item for installation of a fire protection sprinkler system in two aircraft hangars is required to extinguish fires in facilities with high-value contents. It will minimize the hazard to life and property.

BOLLING AIR FORCE BASE, D.C.

The next base for consideration is Bolling Air Force Base, located within the Washington, D.C., area. The principal mission of the base includes the Headquarters Air Force Command; an airbase wing; a field extension squadron; three special activities squadrons, and a support group. The program requested for this base amounts to $7,185,000 for the construction of the following four essential projects:

The first item, a 90,000-square-foot headquarters facility, is required to house administrative and financial support activities serving Air Force personnel in the Washington, D.C., area. It will also service members assigned to worldwide special missions and diplomatic duty.

The second item for construction of 500-man-capacity airmen dormitories are for single airmen assigned to or residing on base. There is insufficient adequate dormitory space on Bolling Air Force Base to house those airmen assigned to duty in the Washington area.

The next item, a 19,500-square-foot, 400-seat chapel center is required for the conduct of religious services, chapel administration, and religious education functions for assigned personnel and their dependents. The existing facility is a World War II wood frame building that is beyond economical repair and will be razed upon completion of this project.

The last item being requested for Bolling Air Force Base involves the expansion of the existing base utility system to provide essential services to the facilities that are to be constructed in the fiscal year 1972 military construction program.

MILITARY AIRLIFT COMMAND (ZONE OF INTERIOR)

The mission of the Military Airlift Command (MAC) is to maintain in a constant state of readiness the military airlift system necessary to perform all airlift tasks and emergency operations assigned by the Joint Chiefs of Staff. MAC supervises and operates the Air Weather Service, the Aerospace Audio Visual Service, the Air Rescue and Recovery Service, an aeromedical evacuation system, and military airlift wings. This program involving 24 projects at eight locations contains a request for $15,170,000, including $193,000 for the U.S. Air Force Security Service Command at Norton Air Force Base, Calif.

ALTUS AIR FORCE BASE, OKLA.

The first base for consideration under the Military Airlift Command is Altus Air Force Base, located 3 miles northeast of Altus, Okla. Its planned mission is for support of a military airlift wing; heavy air refueling squadron under Strategic Air Command, and a mobile communications group under control of the Air Force Communications Service Command. The program requested at this base amounts to $1,060,000 and involves the construction of four times.

The first item, an aircraft navigation and landing facility to house electronic equipment for consolidation of two radio aids to air navigation is required to improve the effectiveness of these aids. The collocation will vastly improve pilot flexibility in air navigation in air traffic control.

The second item is for an addition of 12,180 square feet to the existing aircrew training facility to support training techniques associated with C–141 and C–5 aircraft.

The third item for a new 6,800-square-foot dental clinic containing 13 dental treatment rooms is required to serve the dental needs of assigned military personnel. The existing facility is beyond economical repair and will be demolished upon completion of this project.

The last item requested in the Altus Air Force Base program is for the construction of a new 7,800-square-foot base library, required for overall support of base educational and recreational programs. The existing facility will be demolished upon completion of this project, inasmuch as it is beyond economical repair.

CHARLESTON AIR FORCE BASE, S.C.

The second base is Charleston Air Force Base, located 5 miles northwest of Charleston, S.C. Its planned mission is to support military airlift wing; a Reserve aerial port squadron and a military airlift group (Reserve-Associate). The program contains a request for $2,347,000 covering the construction of the following three items:

The first item for installation of 3,000 feet of runway approach lighting on the southwest end of the alternate instrument runway is

required for pilot assistance during periods of darkness and reduced flight visibility.

The second item, runway visual approach facility, is required to provide the pilot with visual scope reference during final approach to the runway and landing. Safe and reliable flight operations will be achieved upon completion of this project.

The last item proposed for Charleston Air Force Base is the provision of a new 52,500-square-foot aircraft maintenance shop, where specialized maintenance will be performed on repair of aircraft parts and equipment. Included within this shop will be space for testing and repair of aircraft landing gear systems, hydraulic systems, parts and tool issue, and management of maintenance and repair functions.

DOVER AIR FORCE BASE, DEL.

The next installation is Dover Air Force Base, located 4 miles southeast of Dover, Del. The mission of this base is for a military airlift wing, a fighter interceptor squadron under control of the Aerospace Defense Command, and a Reserve-Associate military airlift group. The total program requested is for $5,223,000 and comprises the following four items:

The first item provides a runway visual approach facility to assist the pilot with visual slope reference data during final approach to the runway and landing. This project is essential to safe and reliable flight operations.

The second item for construction of 648-man capacity airmen dormitories is required to properly accommodate assigned personnel.

The third item, as a collateral project in this program, proposes air-conditioning four dormitories with a capacity of 864 men to insure that airmen have proper rest and relaxation.

The last item in this program for Dover Air Force Base is for the construction of a new 67,700-square-foot commissary to service authorized activities and personnel assigned to this base. The completion of this building will allow demolition of existing deteriorated World War II buildings that are beyond economical repair and will permit centralized commissary operations.

M'CHORD AIR FORCE BASE, WASH.

McChord Air Force Base, located 1 mile south of Tacoma, Wash., supports a military airlift wing; a fighter interceptor squadron under jurisdiction of the Aerospace Defense Command; a military airlift group (Reserve-Associate); the 25th Air Division Headquarters and a SAGE Direction Center, both under Aerospace Defense Command. The program at this base amounts to $1,556,000 for the following two items:

The first item for installation of an aircraft navigations and loading facility is required for consolidation of two radio aids to air navigation needed to improve effectiveness and flexibility in air traffic operations.

The last item for construction of 360-man capacity airmen dormitories are required to properly and adequately accommodate assigned personnel. Currently, bachelor airmen are being housed in substandard World War II and Korean wood frame buildings.

M'GUIRE AIR FORCE BASE, N.J.

The fifth base under Military Airlift Command for consideration is McGuire Air Force Base, located 12 miles south-southeast of Trenton, N.J. The planned mission here is for a military airlift wing; Air National Guard tactical fighter wing and aeromedical airlift group; a military airlift wing under Reserve-Associate; the headquarters of the 21st Air Force; and an air defense missile squadron under jurisdiction of the Aerospace Defense Command. The program requested at this base is for $1,004,000 for the construction of the following two items:

The first item for alteration work to the existing base communications center will, when completed, provide 5,000 square feet of environmentally controlled space needed to house new automatic message-handling and cryptological equipment.

The last time, addition of 19,900 square feet of space to the existing 48,550 square feet of air passenger terminal, is required to accommodate and efficiently process personnel arriving and departing this important military air transportation center.

NORTON AIR FORCE BASE, CALIF.

The next base is Norton Air Force Base, located 3 miles east of the San Bernardino, Calif. This base supports military airlift wing; military airlift group (Reserve-Associate); aerospace audiovisual service; the Air Force auditory general group; Headquarters, U.S. Air Force Inspector General. This program contains four projects totaling $2,016,000, described as follows:

The first item, for addition to and alteration of the Defense Communication Agency communications switching centers, is required for efficient and uninterrupted operation of the worldwide communications network at this base. When completed, the facility will provide physical security for highly classified areas under control of the U.S. Air Force Security Service Command.

The second item for construction of a facility to house electronic equipment for consolidation of two radio aids to air navigation, is essential for achieving effectiveness of these aids in air traffic control operations.

The next item, for construction of troop housing with a capacity of 396 men, is required to properly accommodate single airmen residing on base. The dormitories will be environmentally controlled to insure the proper degree of privacy, rest, and relaxation of airmen.

The last item proposed for Norton Air Force Base is the construction of a new 2,500-kilovolt electrical substation, which combined with the available 24,000 kilovolts will mee the total electrical requirement, based on the present mission. This project will service the 250 family quarters being constructed under a previous program.

SCOTT AIR FORCE BASE, ILL.

Then next to the last base to be considered is Scott Air Force Base, located 8 miles east-southeast of Belleville, Ill. Its assigned mission is the support of an aeromedical airlift wing; aeromedical airlift

group (Reserve-Associate); Headquarters, Military Airlift Command; Headquarters of Aerospace Rescue and Recovery Service and Air Weather Service. The program contains a request for $665,000 involving two items, as follows:

The first item is for construction of air aircraft navigation and landing facility to house electronic equipment for consolidation of two radio aids to air navigation to improve effectiveness and flexibility in air traffic operations.

The last item requested for Scott Air Force Base is for installation of an automatic fire protection sprinkler system in an aircraft maintenance hangar. This work is essential in order to minimize the hazard to life and property by insuring rapid extinguishing of fire before injury or extensive damage can occur.

TRAVIS AIR FORCE BASE, CALIF.

The last installation in the Military Airlift Command program is Travis Air Force Base, located 6 miles east of Fairfield, Calif. The mission of this base is to support a numbered Air Force headquarters, a military airlift wing, as well as an air refueling squadron under Strategic Air Command and a military airlift wing (Reserve-Associate). The request for this base is $1,299,000 involving the provision of the following three items:

The first item for an addition of 3,024 square feet to the existing 1,976-square-foot base communications building will provide a properly sized, functionally configured, environmentally controlled structure needed to house new automatic message handling and cryptological equipment at this base.

The next item, a 6,034-square-foot radar flight control center is required to permit effective supervision of all aircraft landing and takeoffs as well as control of all air traffic in the area. The existing facility is inadequate to accommodate all needed operators and required electronic radar equipment.

The last item proposed for Travis Air Force Base is the provision of a 31,623-square-foot aircraft maintenance shop to house specialized maintenance activities associated with the repair of aircraft parts and equipment. Included in this building will be space for repair of hydraulic systems, aircraft landing gear systems, parts, and tool issue functions.

PACIFIC AIR FORCES—ZONE OF INTERIOR

The mission of the Pacific Air Forces is to conduct, control, and coordinate offensive and defensive air operations in accordance with tasks assigned by the Commander-in-Chief, Pacific Command. As a major Air Command, it provides administrative and logistical support for Air Force units in the Pacific Command geographical area of responsibility. The requested program for the Pacific Air Forces, Zone of Interior totals $2,396,000 and is for one location—Hickham Air Force Base.

HICKAM AIR FORCE BASE, HAWAII

Hickam Air Force Base, 6 miles west of Honolulu, Hawaii, is headquarters for the Pacific Air Forces. Its mission is support of a military

airlift support wing under Military Airlift Command, Airborne Command Control Squadron, systems test squadron under jurisdiction of the Air Force Systems Command, and an Air National Guard fighter interceptor squadron. The requested program for $2,396,000 involves the construction of three items as follows:

The first item, for 100 units of temporary lodging quarters will accommodate military members and their families while accomplishing processing incident to permanent change of assignment to or from the State of Hawaii.

The second item provides a 9,900-square-foot central post office and consolidated mail room. It will replace an existing 8,064-square-foot building, constructed in 1941, that is beyond economical repair and will be demolished upon completion of this project.

The third item is for the installation of an automatic sprinkler system in three structurally sound base warehouses with high value content or where the risk of fire is great.

STRATEGIC AIR COMMAND (ZONE OF INTERIOR)

The mission of the Strategic Air Command (SAC) is to organize, train, equip, administer, prepare, and maintain a bomber and tanker force in a state of readiness capable of conducting intensive and conclusive worldwide aerial bombardment against enemies of the United States.

This program requests $34,116,000 for construction of facilities at 22 locations where the Strategic Air Command is the host command. Of this amount, $32,961,000 is for items to support the Strategic Air Command mission, and the balance of $1,155,000 is for items to support other commands on SAC bases. The presentation of other commands include a request for $225,000 in support of the Strategic Air Command at Eielson Air Force Base, Alaska.

The total construction program in support of Strategic Air Command's mission within the United States is $33,186,000.

BEALE AIR FORCE BASE, CALIF.

The first Strategic Air Command base to be considered is Beale Air Force Base, located 45 miles north of Scramento, Calif. The mission of this base is for a strategic aerospace wing, a strategic reconnaissance wing, and a strategic aerospace division. The program requests amounts to $1,348,000 and consists of two items, as follows:

The first item will provide for the installation of a 450-ton central air-conditioning plant, chilled water distribution system, and necessary piping to properly air condition 12 airmen dormitories having a capacity of 1,116 men. At the present time, no dormitories at this base are air conditioned. This project is required to insure that residents of these dormitories get proper rest.

The second item will provide for the construction of a commissary consisting of a 23,606-square-foot addition and alterations to an 11,776-square-foot permanent, structurally sound building to replace three substandard wood frame buildings now used. The new facility will have a sales area, refrigerated space, meat and vegetable preparation area, dry storage, administration space, and so forth, for efficient store

operations and satisfactory customer convenience. This project will complete the total requirement for commissary functions.

BLYTHEVILLE AIR FORCE BASE, ARK.

The next base to be considered is Blytheville Air Force Base, located 4 miles northwest of Blytheville, Ark. and 65 miles north of Memphis, Tenn. The planned use of this base is to support a strategic heavy bombardment wing and a strategic air division. The program requested amounts to $522,000, and consists of two items:

The first item will provide for the construction of a facility in which to house a radar flight control center, containing 6,034 square feet. Existing flight control functions are housed in a trailer which is inadequate to accommodate all necessary electronic equipment needed to handle the air traffic at this base.

The second item, a 400-square-foot facility, will provide for the construction of a building in which to inspect and analyze weapon systems components. Modern scientific equipment consisting of X-rays, ultrasonic, electrical, magnetic, and optical equipment, are used to inspect and analyze weapon systems components without major disassembly or destruction. There is no suitable facility available for this purpose.

CARSWELL AIR FORCE BASE, TEX.

The third base is Carswell Air Force Base, sited 6 miles northwest of Fort Worth, Tex. The planned use is to support a strategic heavy bombardment wing, Air Force Reserve tactical airlift group, and a strategic air division. The program requested amounts to $100,000 to provide for the installation of an automatic fire detection and alarm system in 25 buildings. These buildings include dormitories, headquarters, shops, and community support facilities, valued at $3.6 million.

CASTLE AIR FORCE BASE, CALIF.

The next installation for consideration is Castle Air Force Base, located 8 miles northwest of Merced, Calif. The programed use of this base is in support of a strategic heavy bombardment wing. The program requested amounts to $5,703,000 and consists of four items, as follows:

The first item, a runway visual approach facility, provides visual approach slope indicator (VASI) lights on both ends of the primary runway. This facility will materially reduce the possibility of inadvertent under or overshooting the runway in the terminal phase of the final approach and touchdown of an aircraft, and is essential to safe and reliable flight operations.

The second item provides a 48,000-square-foot facility in which to conduct training for flight personnel assigned to B–52 and KC–135 aircraft. All transition training for bomber and tanker aircrews is conducted at this base. Training is presently being done in six deteriorated World War II wood frame buildings, which are beyond economical repair, and located where aircraft noise interferes with proper classroom instruction.

The third item for the construction of six officers quarters having a capacity for 240 men. Existing officer quarters will house less than 20 percent of the needed officer housing requirement. In order to meet the rigid training mission schedule, on-base quarters are essential for housing student officers.

The last item at Castle Air Force Base will provide for the installation of automatic fire detection and alarm systems in 69 buildings. These buildings include dormitories, warehouses, administration facilities, clubs, and recreational facilities. These structures are permanent facilities with a total cost of $18 million.

DAVIS-MONTHAN AIR FORCE BASE, ARIZ.

The fifth base to be considered is Davis-Monthan Air Force Base, located 4 miles southeast of Tucson, Ariz. The mission of Davis-Monthan is for support of a strategic missile wing (titan II), a strategic reconnaissance wing, a tactical fighter wing, and a military aircraft storage and disposition center, under control of the Air Force Logistics Command. The program requested for this base totals $5,912,000, and consists of the following five items:

The first item will provide an addition and necessary alterations, totaling 17,726 square feet of space, to an existing squadron flight operations facility to convert it to a two-squadron operations facility. This facility is required to adequately support the four tactical fighter squadrons assigned to this base.

The second item, for the construction of an aircraft field training facility of 19,200 square feet to replace five badly deteriorated World War II wood frame buildings presently used for training. It is no longer economical to operate and repair these buildings.

The third item, when completed, will provide 99,350 square feet of space by additions and alterations to the base hospital. This addition will include space for 30 additional beds, 16 dental treatment rooms, and an enlarged outpatient clinic. This hospital, is the regional medical facility, and the needs of the military community far exceed the capability of the existing building.

The fourth item will provide 18,762 square feet for the construction of additions and alterations to a permanent headquarters building in order to support the 100th strategic reconnaissance wing. Headquarters functions are currently being conducted in two buildings far removed from the other facilities and activities of this wing.

The last item requested in this program for Davis-Monthan Air Force Base will provide for the construction of two water wells with associated treatment facilities. Existing wells are being pumped continuously to satisfy current demands. This does not allow for proper maintenance and could cause the loss of a well. This in turn would seriously jeopardize the fire fighting capability on the base.

ELLSWORTH AIR FORCE BASE, S. DAK.

Ellsworth Air Force Base is 7 miles northeast of Rapid City, S. Dak. The planned use of this installation is in support of a strategic heavy bombardment wing, a strategic missile wing (Minuteman), and an

airborne command and control squadron. The program requested at this base is for $1,445,000 and consists of three items:

The first item will provide a new 6,034-square-foot building in which to house a radar flight control center. This facility is needed to supervise all landings and takeoffs, as well as the control of all air traffic above the base. The existing facility is too small to permit proper equipment maintenance without disrupting activities of the air traffic controllers who must also operate in this facility.

The second item, a new 23,580-square-foot aircraft engine shop, is required to perform periodic aircraft engine maintenance. Currently aircraft engine shop activities are being performed in a deteriorated World War II wood-frame hangar. Some work and storage areas have been closed off due to their unsafe condition. This old hangar cannot be economically upgraded or modified to adequately house this essential shop.

The last item will provide, by alteration work, 78 officer quarters spaces in four buildings. Currently less than 10 percent of the total officer housing requirement is available on base. This percentage can be increased to approximately 50 percent by upgrading the 78 quarters included in this project.

FAIRCHILD AIR FORCE BASE, WASH.

The next base to be considered is Fairchild Air Force Base, located 12 miles west-southwest of Spokane, Wash. The planned use is for a strategic aerospace wing, a survival school for the Air Training Command, and a strategic air division. The program requests $104,000 with which to construct a runway visual approach facility, required to provide visual slope reference during final approach for landing. It is also required for safe and reliable flight operations as it reduces the possibility of inadvertent under- or over-shooting the runway during the terminal phase of touchdown.

GRAND FORKS AIR FORCE BASE, N. DAK.

The next base to be considered is Grand Forks Air Force Base, located 16 miles west of Grand Forks, N. Dak. The planned mission here is for a strategic heavy bombardment wing, a strategic missile wing (Minuteman), and an Aerospace Defense Command fighter interceptor squadron. The program requested is for $514,000 for the construction of a new control tower. The existing tower does not provide a full and unobstructed view of the airfield and surrounding air space. It is at such a low elevation and located so far from the end of the runway, that movement of aircraft and ground maintenance vehicles cannot be accurately discerned, thereby creating a serious hazard to safety operations.

GRISSOM AIR FORCE BASE, IND.

The next installation is Grissom Air Force Base, located 2 miles west of Bunker Hill, Ind., and 9 miles south of Peru, Ind. The planned use of this base is for a strategic air refueling wing, an airborne command and control squardon, and support for an Air Force Reserve special operations wing. The program requests $95,000 for

construction of a 1,600-square-foot aircraft fueling support facility, required to centralize the management of all functions related to the receipt, storage, issue, and testing of aircraft fuels and lubricants. Existing space in two buildings is too small, does not provide the proper laboratory space needed, and has seriously degraded aircraft fueling support functions at this base.

K. I. SAWYER AIR FORCE BASE, MICH.

The 10th base is K. I. Sawyer Air Force Base, located 16 miles south of Marquette, Mich. The planned use of this base is for a strategic heavy bombardment wing and an Aerospace Defense Command fiighter interceptor squardon. The total program requested is for $1,431,000, and consists of the following five items:

The first item will provide for the construction of an additional 8,900 square yards of operational parking apron for use by the fighter interceptor aircraft in front of the ready shelter area. The existing apron constitutes a safety hazard as it is too narrow to permit proper clearances between parked and moving aircraft.

The second item, a 13,875-square-yard aircraft holding pad will be sited adjacent to the end of the runway. This paved area is needed to provide an area where aircraft can be held temporarily for final preflight checkout and receive takeoff instructions. The holding pad must be of sufficient size to permit uninterrupted and safe movement of other aircraft along the taxiway connecting with the end of the runway. No such area currently exists.

The third item will provide necessary alterations to the fighter interceptor alert shelter for the installation of heating units. Alert aircraft must be maintained in full ready posture to react quickly and safely. Heat must be provided in the shelters to insure capability for rapid launch during severe winter weather conditions.

The fourth item to construct a 16,710-square-foot covered parking facility for base engineer emergency vehicles and mobile equipment is required in order that they will be able to instantly respond to emergency situations under adverse weather conditions. No space is currently available to accommodate this equipment.

The last item for K. I. Sawyer Air Force Base will provide for the construction of two water wells of 755,000 gallons daily flow to insure that this base will have an adequate and reliable water supply in support of domestic and industrial uses. Existing wells are being pumped continuously to satisfy current requirements. This does not allow for proper maintenance of equipment with resultant curtailment of fire fighting capability.

LORING AIR FORCE BASE, MAINE

The next base to be considered is Loring Air Force Base, located 25 miles northeast of Presque Isle, Maine. The planned use of this base is for a strategic heavy bombardment wing and an aerospace defense command fighter interceptor squadron. The total program requested here amounts to $1,980,000, and comprises four items, as follows:

The first item will provide necessary alterations to four fighter aircraft shelters by the installation of heating units and fire protection

systems. Alert aircraft must be maintained in full ready posture to react quickly and safely to any penetration threat. Heat is essential in the shelters to insure rapid launch during severe winter weather conditions.

The second project will provide necessary alterations to upgrade two structurally sound airmen dormitories having a capacity for 992 airmen. The two dormitories were built in 1952, using minimal standards that were established during the Korean conflict. These facilities are significantly below troop housing standards for modern dormitories.

The third item is for construction of a 20,500-square-foot addition and alterations to 60,341 square feet, comprising two officers quarters buildings, having a total capacity of 75 men. This modernization project is required to provide suitable quarters for officers on this base. The existing facilities were built in 1952, using minimal standards that were established during the Korean conflict. These facilities are well below modern standards for officer quarters.

The last item is for installation of automatic fire detection and warning systems in 20 buildings for the protection of personnel and property. These buildings include administrative facilities, clubs, and communication buildings, having a total value of $8.6 million.

MINOT AIR FORCE BASE, N. DAK.

The next base to be considered is Minot Air Force Base, located 13 miles north of Minot, N. Dak. Its principal mission is to support a strategic heavy bombardment wing, a strategic missile wing (Minuteman), and an aerospace defense command fighter interceptor squadron; $1,564,000 is requested for construction of five items, as follows:

The first item will provide a 4,050-square-foot addition to the base communications center to house new automatic message handling and cryptological equipment. This addition will also permit the consolidation of communications functions, which are currently located in two widely separated facilities.

The next item, a 6,034-square-foot building, will provide for the construction of a facility in which to install highly complex equipment necessary for radar flight control center activities. Currently, flight control equipment is housed in a trailer which is too small to accommodate the sensitive radar and communications equipment and operating personnel. There are no existing buildings available in which to perform this important air traffic control function.

The third item is for installation of 1,500 feet of standard approach lighting on the west end of the primary instrument runway. These lights are an essential and important part of the standard airfield lighting-navigational aid system. These lights are extremely vital to the safe operation of this base during inclement weather when aircraft approach and land on the west end of the runway.

The fourth item is for the construction of a 4,475-square-foot addition to the aircraft engine shop. This shop lacks necessary space in which to perform periodic inspection, maintenance, and repair of aircraft engines with confidence that uniform high quality work is being performed.

The last item to construct a 9,000-square-foot addition and make alterations to 6,800 square feet of the existing aerospace ground

equipment shop. Adequate space, properly heated and ventilated is necessary for the proper inspection, maintenance, repair, servicing, and protective storage of aerospace ground support equipment. The existing facility where these maintenance functions are currently being performed is too small.

OFFUTT AIR FORCE BASE, NEBR.

The thirteenth location to be considered is Offutt Air Force Base, located 8 miles south southeast of Omaha, Nebr. The planned use of this base is in support of a strategic reconnaissance wing, airborne command and control squadron, headquarters for the Strategic Air Command, and Military Airlift Command weather wing. The program requested for this installation is for $2,129,000, and consists of six items:

The first item will provide additional electric power, air conditioning, associated utilities, and interior alterations to the headquarters command and control facility. Installation of new high-speed and high-capacity computers are essential for effective and efficient control of our worldwide strategic air forces. This equipment is vital to insure that the SAC command and control system remains fully responsive and equal to the increased complexity of providing national security. This project represents the final phase of modernizing the command and control system at this installation.

The next item is for a new aircraft control tower to replace the existing inadequate facility. Continuous visual control of aircraft movement is not possible from the present tower nor can it accommodate new high-complex communications equipment programed for installation in it. In order to have continuous safe positive control of all aircraft flying operations using the airfield complex, it is necessary to construct this new tower.

The third item will provide for the installation of 75 tons of central air conditioning, and upgrading the existing heating system in the permanent officer quarters—capacity 52 men. Temperatures as high as 111 degrees have been recorded in these officers quarters during the summer months.

The fourth item, construct a new 10,300-square foot base library. Present library activities are being conducted in two separate buildings which are functionally inadequate and provide less than half of the space needed. There is no suitable building available that can be economically altered to house these functions. An adequate library is essential to both educational and recreational programs.

The next item will provide for a 3,400-foot extension to the water distribution system at the off-base Hastings radar bomb scorings site, in order to provide adequate fire protection for the valuable electronic equipment, located near the operations building. Portable fire extinguishers are currently the only means with which to fight fires at this remote site. Unless this water system is provided, 18 vans containing several million dollars worth of equipment and personnel are placed in jeopardy.

The last item will provide for the installation of a central utilities control and monitoring system. This system will provide a single point of supervision, control, and continuous monitoring for reliable,

efficient, economical operation and management of major utilities, such as: water, sewage, heat, air conditioning, and electrical systems. This system will provide automatic detection of utilities malfunctions and permit corrective action before serious breakdowns develop.

PEASE AIR FORCE BASE, N.H.

The next installation is Pease Air Force Base, located 3 miles west northwest of Portsmouth, N.H. The planned use of this base is in support of a strategic medium bombardment wing, a military airlift command aerospace rescue and recovery squadron, an Air Force Reserve tactical airlift squadron, and a strategic air division. The program requested for this base amounts to $7,875,000 and comprises two items:

The first item will provide for the construction of a facility in which to install sophisticated electronic equipment for consolidating two radio aids to air navigation. The TACAN and VOR's are currently sited in separate locations. To provide positive air navigation identification of these two separate navigational aids, they were assigned different radio frequencies. This has resulted in congestion of the very narrow VHF band that is assigned to air navigation. Collocation of these two radio aids improves the flexibility in their use, and reduces operating frequency requirements.

The last item will provide for the construction of a new composite medical facility having 55 beds, 15 dental treatment rooms, and an outpatient clinic. The existing base dispensary provides limited outpatient care. Inpatient and special services are provided by the Portsmouth Naval Hospital—about 65 percent of the patients are Air Force personnel and their dependents.

PLATTSBURGH AIR FORCE BASE, N.Y.

The 15th base to be considered is Plattsburgh Air Force Base, located 2 miles southwest of Plattsburgh, New York. The planned use of this base is support for a strategic aerospace wing. The program requested for this base amounts to $285,000 and consists of two items, as follows:

The first item will provide for a runway visual approach facility consisting of visual approach slope indicator (VASI) lights on both ends of the primary runway as well as control and power circuits and transformers. Currently, pilots approaching this base must rely on visual perception during the critical time just prior to touchdown as there is no visual approach facility. VASI lights reduce the possibility and risk of an inadvertent under or overshooting of the runway as an aircraft prepares to touchdown.

The last item is for construction of a 2,450-square-foot addition to the aircraft corrosion control facility, to provide a total of 30,496 square feet of space. Corrosion control is an important and essential part of the aircraft maintenance program as it provides for early detection and correction of corrosion problems before they can assume major proportions. A properly sized, well ventilated facility is essential to assure the safety and health of personnel engaged in this hazardous work involving the use of toxic, inflammable chemicals and paints.

VANDENBERG AIR FORCE BASE, CALIF.

The next base is Vandenberg Air Force Base, located about 8 miles northwest of Lompac, Calif., and about 130 miles northwest of Los Angeles, Calif. The planned use of this installation includes support for a strategic aerospace division, a missile combat crew training squadron, a strategic missile evaluation squadron, the Air Force Systems Command's Space and Missile Test Center, and the Aerospace Defense Command's aerospace defense squadron. The base program requested is for $925,000, and provides for the construction of an 80,000 square foot warehouse for the storage and processing of base supplies. A modern, consolidated warehouse is needed to replace 20 World War II wood frame buildings now being used. These buildings are expensive to maintain and repair. Low ceilings, closely spaced roof support columns, and weak floors, restrict the use of modern mobile material-handling equipment so that supplies must be processed by hand.

WESTOVER AIR FORCE BASE, MASS.

The next installation is Westover Air Force Base, located 7 miles north of Springfield, Mass., and 5 miles northeast of Chicopee Falls, Mass. The planned use is in support of a strategic heavy bombardment wing; an Air Force Reserve military airlift squadron and an Air Force Systems Command special projects facility. The program requested for this base is $816,000 and consists of two items.

The first item will provide for the construction of a 9,445-square-foot aircrew target study facility in which the activities of strategic operating squadrons can be conducted. Peacetime training of aircrew members requires continuous study of intelligence and specific target information and development of enroute flight plans and mission profiles in order to maintain established levels of combat mission readiness. These functions are currently being accomplished in a deteriorated building that was built as a warehouse. There are no other facilities available to accommodate these activities.

The second item is for the construction of a 5,600-square-foot addition and alterations to the existing 700-square-foot technical reports division laboratory. Work areas in this special facility have become so congested that unsafe working conditions have resulted and new equipment cannot be fully utilized. This could result in delays to the high priority research work conducted in this facility and possible degradation to quality of the program.

WURTSMITH AIR FORCE BASE, MICH.

The last major installation to be considered under the Strategic Air Command's program is Wurtsmith Air Force Base located 3 miles north northwest of Oscoda, Mich. Its planned use is in support of a strategic heavy bombardment wing; an Aerospace Defense Command Fighter Interceptor Squadron and a Strategic Air Division. The program requested here amounts to $440,000 and involves two items, as follows:

The first item will provide a runway visual approach facility consisting of Visual Approach Slope Indicator (VASI) lights on both

ends of the primary runway as well as control and power circuits and transformers. Currently pilots approaching this base must rely on visual perception during that critical time just prior to touchdown as there is no visual approach facility. VASI lights reduce the possibility and risk of an inadvertent under or overshooting of the runway as an aircraft prepares to touchdown.

The last item will provide for the construction of an 8,700 square foot squadron flight operations facility in support of an assigned tanker squadron. Each operational flying squadron must develop, maintain and have available current operational and training materials for flight mission planning, briefings covering flight mission profiles, in-flight meteorological data, target information and reference materials. To effectively manage and provide proper security for these vital functions plus associated administrative activities and the care and issue of flying equipment, a facility of proper configuration and adequate size is needed. Currently these functions are being performed in a seriously deteriorated World War II wood-frame dormitory that has inadequate heating, ventilating and lighting systems.

VARIOUS LOCATIONS

The next group of items is in support of the Strategic Air Command's bombardment scoring and evaluation program at Bayshore, Mich.; Bismarck, N. Dak.; Hawthorne, Nev.; and Watertown, N.Y. The program requested at these locations amounts to $928,000.

This project will provide for the construction of modular type relocatable facilities at the above four locations in support of bombardment training. The Strategic Air Command, in order to train and maintain proficiency in air-to-ground bombings, conducts simulated radar bombing at various remote locations in the United States. Facilities are required in which to house the equipment and personnel conducting the evaluation and scoring operations. Currently, mobile vans connected by badly deteriorated wood structure are being used for these activities.

TACTICAL AIR COMMAND

The Tactical Air Command participates in tactical air operations employing air operations and airpower independently, or in coordination with ground or Naval Forces, to gain and maintain air superiority; to prevent movement of enemy forces; to seek out and destroy these forces and their supporting installations; and to assist ground or Naval Forces in obtaining their immediate operational objectives.

The mission of this command is to organize, equip, train, administer, and operate the assigned or attached forces and participate in prompt and sustained tactical air operations. The commander, Tactical Air Command is charged with two missions. He is a major air commander under the Chief of Staff, U.S. Air Force, and concurrently is a component commander under the commander in chief, U.S. Strike Command.

The construction program at bases where the Tactical Air Command is host amounts to $19,874,000 for both operational and support type facilities. Where Tactical Air Command is a tenant, $639,000 is pro-

gramed for two items at Eglin Air Force Base, Fla., under Air Force Systems Command and one item at Davis Monthan Air Force Base, Ariz., under Strategic Air Command. The grand total construction program to support Tactical Air Command amounts to $20,513,000. In addition, $6,218,000 is for two projects for an Air Force Systems Command requirement.

BERGSTROM AIR FORCE BASE, TEX.

The first location to be considered in the Tactical Air Command program is Bergstrom Air Force Base, located 5 miles southeast of Austin, Tex. The 12th Air Force Headquarters is located on this base along with a tactical reconnaissance wing and a tactical control group. The requested program amounts to $2,559,000 for the following six items:

The first item for construction of 19,000 square yards of aircraft taxiway to replace a facility that has exceeded its usable life in spite of careful maintenance and has been closed to aircraft traffic. This failure has necessitated diversion of aircraft through the aircraft parking area creating congestion and attendant hazards.

The second project, an aircraft runup facility with sound suppressors and related utilities, is required for testing and adjusting installed jet engines and accessories to assure specified optimum operation. Sound suppression is necessary to protect operating personnel from the injurious effects of high intensity noise and to control noise interference with adjacent base and community activities. The existing runup facility is not suitable for installation of sound suppressors due to remote location and attendant high cost of utilities extensions.

The third project, an 8,200-square-yard aircraft holding pad, provides for construction of a paved area adjacent to the end of the runway where aircraft can temporarily be held for final preflight checkout and receive takeoff and departure instructions. The facility is required because a holding pad does not exist and accomplishing the checks on the runway access taxiway blocks the movements of other aircraft and seriously disrupts the smooth flow of aircraft traffic.

The next project, a squadron flight operations facility, provides a new facility to accommodate two squadrons. The facility is required to allow relocation of tactical reconnaissance squadrons from temporarily converted buildings into facilities of proper configuration and adequate size.

The next project provides for construction of a new aircraft control tower. The existing control tower is located such that existing obstructions interfere with continuous visual control of aircraft in the landing pattern. The tower must be properly located to insure safe, positive control of all aircraft using the airfield complex.

The sixth, and last project being requested for Bergstrom Air Force Base provides for construction of a 300-seat chapel center. This project is required for the conduct of religious services, religious education, and chapel administration functions for assigned personnel and their dependents. The existing facility is a World War II wood frame building beyond economical repair and will be razed upon completion of this project.

CANNON AIR FORCE BASE, N. MEX.

Cannon Air Force Base, the next installation to be considered, is located 7 miles west southwest of Clovis, N. Mex. Its mission is to support a tactical fighter wing and a tactical training squadron. The program at this base amounts to $290,000 for the following two items:

The first item, a 3,800-square-yard aircraft weapons arming/disarming pads provides for enlarging existing pavement adjacent to both ends of the runway to accommodate the larger F–111 aircraft newly assigned to this base. The present pads were constructed to accommodate four previously assigned F–100 aircraft. In order to properly simulate combat conditions four aircraft must utilize these pads simultaneously.

The last item will provide an addition to the base communications center of 5,300-square-feet. At present, functions are performed in three widely separate facilities which causes increased management problems of control and coordination of functions. This project provides a properly sized, functionally configured facility and will allow consolidation of the total communications function into one facility.

GEORGE AIR FORCE BASE, CALIF.

George Air Force Base is located 7 miles northwest of Victorville, Calif., and 28 miles north of San Bernardino, Calif. The base supports a tactical fighter wing. The program requested for this base amounts to $547,000 for the following item:

The item provides for a total of 557 acres of land fee purchase of approximately 280 acres of land adjoining the southern base boundary and for restrictive easements on an additional 277 acres of land. These tracts are needed to provide a clearance zone for aircraft takeoffs and landings utilizing the approach and departure corridor at the south end of the base. This land is not now improved but could become available for residential development.

HOLLOMAN AIR FORCE BASE, N. MEX.

The next location is Holloman Air Force Base, located 6 miles west-southwest of Almagordo, N. Mex. The base supports a tactical fighter wing and a test group under the tenant jurisdiction of the Air Force Systems Command. The program at this base contains a request for $7,067,000 comprising the following items:

The first item, construction of 66,400 square yards of new taxiway, will allow direct and unobstructed movements of aircraft to and from aprons and runways. There is no existing direct taxiway access to the operational runway.

The next project for 6,000 square feet provides an addition to the radar target research test facility to accommodate the Air Force Systems Command increased requirement for operation and maintenance of a large variety of sophisticated and delicate radar and electronic equipment. Since the existing facility was built in 1962 the equipment inventory has grown and the manning required for operations has more than doubled.

The third, and last project, is an addition to the high velocity test track under control of the Air Force Systems Command. This project is required to provide additional track length to test larger payloads at higher velocities for longer periods of time and still permit recovery of the test article and sled. The alternative to using this track is actual flight testing which is more expensive, is restricted to the use of lesser instrumentation, and makes recovery of the test vehicle more difficult.

HOMESTEAD AIR FORCE BASE, FLA.

The next location is Homestead Air Force Base, located 5 miles north-northeast of Homestead, Fla.

The base missions are a tactical fighter wing; tactical support squadron, and a reserve tactical group. The total request consists of $1,421,000 for the following three projects:

The first item is for construction of an aircraft engine test facility with sound suppressors. After undergoing maintenance, engines must be tested at full power to insure that they ar eoperating properly before being installed in aircraft. The facility is located near the engine repair shop to avoid transportation damage to repaired engines. Sound suppression is necessary to protect operating personnel from the injurious effects of high-intensity noise and to prevent interference with adjacent activities. The existing facilities are not suitable for the installation of sound suppressors due to remote location and attendant high cost of utilities extension.

The second project will provide airmen dormitories for 180 men who are required to live on base. Existing adequate dormitories are presently being overloaded by crowding men into inadequate living space. In addition, some men are forced to seek housing on the local economy, which is a popular tourist area, thereby creating undue financial hardships due to the high rents. Also, personnel strength increases are being programed which will aggravate this lack of adequate dormitory space.

The last project will provide a 21,000-square-foot gymnasium. A base gymnasium is the center of comprehensive programs for recreational sports, athletic training, and physical fitness for all members of the military community. There is no existing gymnasium at this base.

LANGLEY AIR FORCE BASE, VA.

Langley Air Force Base, located 5 miles north of Hampton, Va., is Headquarters for the Tactical Air Command. The base also supports a tactical airlift wing, an aerospace defense command fighter interceptor squadron, and an air defense missile squadron. The program includes six items amounting to $1,968,000.

The first project, aircraft fueling support facility, will provide a new 1,600-square-foot building to centralize the management of all functions related to the receipt, storage, issue, and testing of aircraft fuels and lubricants. It will contain an environmentally controlled laboratory where tests will be made to insure that clean, water-free fuels are dispensed. Existing facilities are not suitable to satisfy this requirement.

The second project provides for interior alteration to the base communications center, comprising 4,068 square feet, to accommodate new automatic message handling and cryptological equipment to eliminate delays in delivery of messages due to existing manual low-speed equipment. This project will result in direct manpower savings of $118,000 annually.

The third project will provide a new 6,455-square-foot aircrew environmental training facility, including a high altitude chamber, administrative space, and classrooms. The existing facility is a deteriorated 55-year-old building functionally inadequate and subject to flooding from tidal waters. This building will be razed upon completion of this project.

The next project will provide for alterations to the existing aircraft engine shop. The present facility does not provide protection against the high noise level on the flight line, does not have sufficient electric power, and heating ventilating systems do not adequately control temperature and humidity. When completed, the project will provide 41,235 square feet of environmentally controlled shop space.

The next project is for construction of an aircraft engine test facility with sound suppressors. After undergoing maintenance, engines must be tested at full power to insure that they are operating properly before being installed in aircraft. The facility is located near the engine repair shop to avoid transportation damage to repaired engines. Sound suppression is necessary to protect operating personnel from the injurious effects of high intensity noise and to control noise interference with adjacent base and community activities. The existing facility is not suitable for installation of sound suppressors due to remote location and attendant high cost of utilities extensions.

The sixth, and last project, is for construction of airmen dormitories for 360-men capacity. There is a serious shortage of dormitories at this base. Airmen are forced to live in deteriorated World War II barracks and some must seek quarters in the civilian community.

LITTLE ROCK AIR FORCE BASE, ARK.

Little Rock Air Force Base located 12 miles northeast of Little Rock, Ark., supports a tactical airlift wing, a tactical airlift combat crew training wing, a strategic missile wing (Titan II), and an Air National Guard tactical reconnaissance squadron. The total program being requested is $150,000 for one project to construct an addition of 3,000 square feet to the base communications center to accommodate new digital subscriber terminal equipment, position message and distribution functions contiguous to users, and permit better functional consolidation of communications activities. When project is completed, a total of 8,940 square feet of space will be available for the base communications center at this base.

LUKE AIR FORCE BASE, ARIZ.

Luke Air Force Base, located 30 miles northwest of Phoenix, Ariz., primarily supports a tactical fighter training wing, a German air force combat crew training mission under the military assistance program

and a reserve aerospace rescue and recovery squadron; $3,440,000 is needed for seven items as follows:

The first project, aircraft runup facilities with sound suppressors, is required for testing and adjusting installed jet engines to insure specified optimum operation. Sound suppression is necessary to protect operating personnel from the injurious effects of high intensity noise and to control noise interference with adjacent base and community activities. The three existing runup facilities provide only half the total capability needed.

The next item will provide a new permanent aircraft ground control approach facility. Ground control approach provides a pilot positive, precise assistance during the terminal phases of approach and landing under all conditions of weather by maintaining precise radar location of aircraft and voice communications. The existing mobile-type facility will be returned to its intended use as portable operational mission equipment upon completion of this facility.

The third project, a new 20,800-square-foot squadron flight operations facility, will provide adequate space of the proper configuration to effectively manage and provide proper security for flight mission planning and briefing, maintenance of training and target information materials, and reference materials. These activities are presently occupying facilities in two 30-year-old wood-frame structures built for operations involving single aircrew member aircraft. Present operations involve two-crewmember aircraft.

The fourth project will provide an aircraft engine test facility with sound suppressors. After undergoing maintenance, aircraft engines must be run to full power and tested for proper operation prior to being installed in the aircraft. Sound suppression is required to protect operating personnel from the high intensity sound and to prevent interference with adjoining maintenance operations and base and community facilities. The existing facility is in a remote location, and it not suitable therefore for suppressor installation due to attendant high cost of utilities extensions.

The next item is a 41,105-square-foot addition to warehouse facilities. Twenty-three widely scattered World War II wood-frame buildings are currently used for base warehouse storage. Many of these do not have floor loading capacity for large heavy pieces of equipment; therefore, some equipment must be stored outside. This project is part of a phased program for consolidating and modernizing all base storage functions to enable complete use of computer and mechanized aids to provide a responsive warehouse management system.

The sixth project provides for construction of a 35,700-square-foot commissary. An adequate, functional facility is required for the procurement, storage, and sale of foodstuffs and household goods to authorized activities and personnel. The existing commissary functions are located in four separate World War II wood-frame structures providing less than one-half the space required to support the commissary activity at this base.

The last project will provide purchase of fee simple interest in 26 acres of land to accommodate the phased replacement and collocation of base community support facilities. The commissary requested in this program will be the first facility constructed at this location.

There is no existing land within the base boundary suitable for the community center development; the parcel of land to be acquired is bounded on three sides by the base and is ideally suited for the siting of the commissary and for follow-on development.

MACDILL AIR FORCE BASE, FLA.

MacDill Air Force Base, located 1 mile southwest of Tampa, Fla., is the headquarters for the U.S. Strike Command and supports a tactical fighter wing. There is a requirement for $3,268,000 to construct the following four items:

The first project is for construction of an aircraft fueling support facility to accommodate administration of all functions related to receipt, storage issue, and testing of aircraft fuels and lubricants. It will contain 1,600 square feet of an environmentally controlled laboratory where tests can be made to insure that clean, water-free fuels are dispersed. Existing facilities are two widely separated buildings lacking adequate environmental controls and ventilation and neither can be economically upgraded to support this vital function.

The next project will provide 3,000 feet of standard runway approach lighting at the southwest end of the primary instrument runway. Approach lighting provides a visual reference to the landing runway during periods of darkness and reduced visibility. The 3,000 feet of lighting is an essential part of the standard airfield lighting/navigational aid system for primary instrument runways. There is currently an inadequate 1,500 feet system installed.

The fourth project, construction of a new 6,455-square-foot aircrew environmental training facility, is required to provide adequate, functionally designed space for aircrew instruction in the effects of the high altitude environment on human behavior, the effects of acceleration forces and rapid decompression, and procedures for ejection seat escapes. Training is currently conducted in a World War II wood-frame building beyond economical repair that will be demolished upon completion of this project.

The last project provides for construction of a new 104,400-square-foot commissary to provide patrons a facility that is adequate to meet their needs, and which will allow efficient store operations, and low facility maintenance costs. The existing commissary functions are in a facility that provides less than 45 percent of the required space, resulting in extreme congestion.

M'CONNELL AIR FORCE BASE, KANS.

McConnell Air Force Base is located 5 miles south-southeast of Wichita, Kans. Its primary missions are a strategic missile wing (Titan), a Strategic Air Command air refueling squadron and an Air National Guard tactical fighter group. The request is for two projects totaling $232,000.

The first project is for additions and alterations to the taxiway lighting. Certain existing lights are located above the pavement surface and when aircraft release their drag chutes the jet engine blast causes the chutes to catch on and frequently break the lights. This project will

install semiflush lights in these areas. In addition, wide spacing between existing lights makes it difficult to accurately discern taxiway edges, and in certain critical areas there are insufficient, lighted guidance markers. This project will also provide additional taxiway lights and guidance markers.

The second project provides 72 tons of air conditioning for the final increment of permanent airmen dormitories at this base. The dormitories are presently ventilated by exhaust fans, which are not adequate for control of sustained high summertime temperatures. Airmen living in these dormitories find it difficult to obtain proper rest.

MOUNTAIN HOME AIR FORCE BASE, IDAHO

Mountain Home Air Force Base is located approximately 43 miles south-southeast of Boise, Idaho. Its mission is to support a tactical fighter wing and a detachment of a strategic air command heavy bombardment wing; $2,060,000 is requested for the following two items:

The first project, construction of a new 20,000-square-foot aircraft engine shop, provides a special facility for engine maintenance activities and sufficient space for processing of engines and to allow functional flow of work. Presently these functions are located in a deteriorated World War II wood-frame structure which cannot be economically upgraded or modified to accommodate jet engines an will consequently be raze upon completion of this project.

The second project will provide new airmen dormitories to accommodate 360 men. This project will relieve overcrowded conditions in the existing dormitories and it will provide sufficient space to house assigned airmen. Future programs will replace existing inadequate dormitories.

MYRTLE BEACH AIR FORCE BASE, S.C.

Myrtle Beach Air Force Base, located 1 mile southwest of Myrtle Beach, S.C., supports a tactical fighter wing. One project amounting to $446,000 is included in this program.

The project is for installation of additional taxiway lights, directional guidance markers, and alterations of the existing system. The existing system is deteriorated and cannot be economically upgraded. These lights and markers must be properly positioned to avoid interference with aircraft movements and must provide reliable trouble-free operation.

NELLIS AIR FORCE BASE, NEV.

Nellis Air Force Base, located 8 miles northeast of Las Vegas, Nev., supports the U.S. Air Force Tactical Fighter Weapons Center, a fighter weapons wing school, a tactical fighter wing, and an air division headquarters. The program requested amounts to $1,171,000 for the following three projects:

The first project an aircraft holding pad containing 10,800 square yards provides for replacement of the badly deteriorated paved area adjacent to the end of the runway where aircraft are temporarily held before takeoff for final checkout and receive departure instructions. Also, the existing pad is too small to accommodate sufficient

aircraft resulting in congestion on the runway access taxiway, delays, and reduced operational effectiveness.

The second item provides for construction of a new aircraft control tower. The existing control tower is located such that hangars and other facilities interfere with continuous visual control of aircraft movements. The control tower must be properly located to insure safe, positive control of all aircraft using the airfield complex.

The next project provides an addition of 6,830 square feet to the existing aircraft avionics maintenance shop. To accomplish effective maintenance of aircraft communications, bombing, navigation and fire control systems a facility of adequate size, functional configuration, and with adequate environmental control must be provided. Adequate space does not exist to house presently authorized sophisticated testing equipment at this base. When completed, a total of 43,126 square feet of shop space will be provided for essential mission requirements.

SHAW AIR FORCE BASE, S.C.

The last Tactical Air Command base to be considered is Shaw Air Force Base, located 8 miles west-northwest of Sumter, S.C. This base supports a tactical reconnaissance wing, a tactical control group and the 9th Air Force Headquarters. Three projects, totaling $1,473,000 are included in this program.

The first item, an aircraft runup facility with sound suppressors is required for testing and adjusting installed jet engines to insure specified optimum operation. Sound suppression is necessary to protect operating personnel from the injurious effects of high intensity noise and to control noise interference with adjacent base and community activities. The existing runup facility is in a remote location and is not suitable, therefore, for suppressor installation due to attendant high cost of utilities extensions.

The next project provides a 41,105-square-foot addition to the existing base warehouse facility. This will provide the consolidated warehouse facility consistent with the speed and volume capabilities of computerized modern materials handling equipment.

The last item provides a 31,040-square-foot base supply management facility. This is required to provide a facility of adequate size and functionally configured to house supply management functions. The function is presently housed in a converted World War II dining hall which cannot be economically expanded to accommodate the supply function. It will be demolished upon completion of this project.

AIR FORCE ACADEMY, COLO.

The Air Force Academy is located 10 miles north of Colorado Springs, Colo. Its mission is to provide instruction, experience, and motivation to each Air Force cadet so that he will graduate with the knowledge and qualities of leadership required of an officer in the U.S. Air Force and to provide a basis for continued development throughout a lifetime of service to his country, leading to a readiness for responsibilities as a future air commander.

Included within the Air Force Academy total program are three projects totaling $866,000.

POLLUTION ABATEMENT—ZONE OF INTERIOR

The pollution abatement program amounts to $23,040,000 at various locations in the Zone of Interior, of which $15,220,000 is for air pollution abatement and the balance of $7,820,000 is for water pollution abatement.

The air pollution abatement program, through the construction of incinerators, solid waste disposal facilities, the installation of equipment to eliminate smoke and the conversion of boilers to burn low-pollution fuels, is required to comply with Air Force standards and Federal, State, and local air pollution regulations at 35 Air Force installations in the United States.

The water pollution abatement program at 27 Air Force installations in the Zone of Interior includes provisions for water pollution abatement through the construction of collection and treatment facilities for industrial and sanitary wastes as well as upgrading existing facilities. The program is required to comply with Air Force standards and Federal, State and local water pollution regulations.

AEROSPACE DEFENSE COMMAND (OVERSEAS)

The primary mission of the Aerospace Defense Command is to discharge Air Force responsibilities for the aerospace defense of the United States. One installation, Keflavik Naval Installation, Iceland, is included in the program for $3,277,000 to provide three operational and maintenance-type facilities at this location.

KEFLAVIK NAVAL INSTALLATION

Keflavik Naval Installation in Iceland has as its primary mission an air defense squadron; military air movement route and Air Forces defense of Iceland. The program contains a request for $3,277,000 for the construction of three items, as follows:

The first item is for the construction of four heated aircraft shelters comprising a total of 16,900 square feet of space. This facility is essential in order to provide air defense alert aircraft capability in full ready posture to react quickly and safely to all unidentified penetrations of North American air space.

The second item, a 4,000-square-foot nondestructive inspection facility, will provide the capability to inspect and analyze weapon systems components without major disassembly or destruction. There is no suitable facility available that can be utilized for this function.

The last item requested in the program for Keflavik Naval Installation is for a 12,290-square-foot aircraft avionics maintenance shop. The completion of this shop will permit effective maintenance of aircraft communications, bombing, navigation, and fire control systems as well as aircraft cameras and other specialized electronics equipment. The existing facilities cannot be economically upgraded to provide an adequate facility.

PACIFIC AIR FORCES (OVERSEAS)

The mission of the Pacific Air Forces is to conduct, control, and coordinate offensive and defensive air operations in accordance with tasks assigned by the commander in chief, Pacific Command. As a

major air command, it provides administrative and logistical support for Air Force units in the Pacific Command geographical area of responsibility. The program to improve the combat readiness and capabilities to support advanced aerospace and defensive systems for the Pacific Air Forces Command outside the United States totals $1,995,000 comprising operational and support type facilities at three bases.

CLARK AIR BASE, PHILIPPINES

The first base for consideration in the Pacific Air Command theater of operations is Clark Air Base, located 55 miles north northwest of Manila, Philippines. This base supports the 13th Air Force Headquarters, tactical fighter squadron; aerospace rescue and recovery squadron under control of Military Airlift Command and facility checking squadron. The program for this base amounts to $129,000 for the construction of a runway visual approach facility at the northeast end of the primary instrument runway. It will provide the pilot with visual slope reference during final approach to the runway and landing. Pilots must rely upon visual perception for final guidance to a safe touchdown during that critical phase of flight just prior to landing.

KADENA AIR BASE, OKINAWA

The second base in the Pacific Air Command program is Kadena Air Base, located 10 miles north of Naha, Okinawa. This base supports a tactical fighter wing; a tactical reconnaissance squadron; three tactical airlift squadrons; a special operations squadron; strategic reconnaissance squadron and a heavy air refueling squadron both under control of the Strategic Air Command, and the Headquarters 313th Air Division.

The program for this base totals $1,388,000 comprising two items as follows:

The first item is for the installation of runway centerline and touchdown zone lighting to permit improved all weather operations of modern high performance transport aircraft during minimum or restrictive weather conditions.

The last item in this program provides central air-conditioning of eight structurally sound airmen dormitories. It is an increment of a phased program to air condition permanent airman dormitories on this base.

OSAN AIR BASE, KOREA

Third and last base is Osan Air Base, located 35 miles south of Seoul, Korea. This base supports a tactical fighter squadron; a tactical air support squadron and 314th Air Division. The program for this base amounts to $478,000 for the two following items:

The first item provides an aircraft instrument landing facility for runway 27, required to assure reliable and safe precision approach and landing of aircraft during periods of darkness or reduced visibility.

The second item for provision of 750 kilowatts of electric power, expand existing emergency electric power capacity needed to provide adequate and uninterrupted emergency power to support the Defense Communications Agency worldwide long-haul communications mis-

sion, and the Osan Air Operations Communications Center at this base.

STRATEGIC AIR COMMAND (OVERSEAS)

The mission of the Strategic Air Command is to organize, train, equip, administer, and maintain a force capable of conducting strategic air operations in accordance with directives and policies issued by Headquarters USAF.

This program contains a request for $850,000 to provide facilities at one overseas location, Anderson Air Force Base, Guam, where the Strategic Air Command (SAC) is the host command. Of this amount $500,000 is to support the Strategic Air Command mission and the balance of $350,000 is to support the Military Airlift Command.

As presentations of other commands do not include requests for the Strategic Air Command, the total construction program in support of SAC overseas is $500,000.

ANDERSEN AIR FORCE BASE, GUAM

The only overseas Strategic Air Command base to be considered is Andersen Air Force Base, Guam, Mariana Islands, located 11 miles northeast of Agana, Guam. The planned use of this base is to support a strategic heavy bombardment squadron, a military airlift command weather reconnaissance squadron, a military aircraft command aerospace rescue and recovery squadron and a strategic air division. The program requested totals $850,000 and consists of two items.

The first item, a new 9,600-square-foot building, will provide for the construction of a preengineered metal hangar to house the helicopter rescue and recovery activity on this base. It is essential that a helicopter rescue and recovery capability be maintained in full ready posture for quick and effective reaction to emergency conditions. This hangar will provide the necessary space in which to house alert crews and two helicopters for around-the-clock operations. Adequate space is not available for this activity.

The last item will provide for the construction of a new 8,100-square-foot religious educational facility where group instruction and other religious activities can be conducted. At the present time the religious program for military personnel and their dependents is seriously curtailed because of lack of an adequate facility.

UNITED STATES AIR FORCES IN EUROPE

The mission of the U.S. Air Forces in Europe is to conduct, control, and coordinate offensive and defensive air operations in accordance with tasks assigned by the Commander in Chief, United States-European Command. It also fulfills responsibilities assigned by the Joint Chiefs of Staff in areas not included in either the NATO or the U.S. Commanders in Chief, European area of responsibility. This program contains a request for $5,098,000 for facilities in direct support of USAFE mission. In addition, $529,000 for two items is programed at Hahn Airbase, Germany and RAF Woodbridge, United Kingdom, where Military Airlift Command is supported.

The requested program provides facilities at five bases in Germany, amounting to $3,414,000; $1,021,000 is required for five installations in the United Kingdom, and the balance of $1,192,000 is needed to support requirements for various locations including Aviano, Italy; Torrejon, Spain; and Incirlik, Turkey.

BANN COMMUNICATION FACILITY NO. 2

The first base in Germany is Bann Communication Facility No. 2, located 15 miles southwest of Kaiserslautern. The station supports a communication squadron detachment. One project is requested for this station, in the amount of $91,000, to construct a new communications transmitter and receiver facility supporting the USAFE combat operations center network. It will also provide a vital link in the ground-to-air communications system for control of aircraft.

HAHN AIRBASE

The next location is Ramstein Airbase, located 2 miles northeast hausen, Germany. The base supports a tactical fighter wing. The program request amounts to $1,252,000 for two items.

The first item requested is for an addition to and alteration at an existing hanger to provide an adequate rescue helicopter support facility.

The second item, a 32,148-square-foot aircraft maintenance shop, will replace an existing inadequate facility and will provide additional space needed to fully support aircraft maintenance shop requirements at this base.

RAMSTEIN AIRBASE

The next location is Ramstein Airbase, located 2 miles northeast of Landstuhl, Germany. The base supports the 17th Air Force Headquarters, a tactical reconnaissance wing, and a defense systems evaluation squadron. Four projects, amounting to $1,780,000 are requested for this base.

The first line item will provide a new aircraft runup facility to support sound suppression equipment for jet aircraft checking and testing operations.

The second project is for the replacement of an existing aircraft fueling support facility which is beyond economical maintenance and repair.

The next item is for the installation of a runway centerline lighting system to provide added safety and increased operational capability for tactical and airlift aircraft during landings at this base.

The last item requested at this installation will provide a new 35,376 square-foot aircraft maintenance shop to replace existing shop facilities that are no longer economical to maintain and repair.

SPANGDAHLEM AIRBASE

The next location is Spangdahlem Airbase, located 9 miles west southwest of Wittlich, Germany. This base supports a tactical

fighter squadron, a dual-based tactical fighter squadron, and a tactical electronic warfare squadron. The program requested for this base, amounting to $176,000, is for two items, as follows:

The first item will provide for construction of an aircraft runup facility to support sound suppression equipment for jet aircraft checking and testing operations.

The second item is for the construction of an aircraft engine test facility with supporting utilities for the installation of sound suppression equipment.

ZWEIBRUCKEN AIRBASE

Zweibrucken Airbase is located 1 mile southwest of Zweibrucken, Germany and supports a tactical fighter wing. The program requested includes one item in the amount of $115,000 to construct an aircraft engine test facility with supporting utilities for the installation of sound suppression equipment.

ALCONBURY ROYAL AIR FORCE BASE

The first station to be considered in the United Kingdom is Alconbury Royal Air Force Base, located 1 mile northeast of Alconbury, England. This base supports a tactical reconnaissance wing. The requested program amounts to $77,000, comprised of one item to construct an aircraft runup facility with supporting utilities and foundations for installation of sound suppression equipment for jet aircraft engine checking and testing operations.

BENTWATERS ROYAL AIR FORCE BASE

Bentwaters Royal Air Force Base is located 12 miles northeast of Ipswich, England. It supports a tactical fighter wing. One item is requested for this station, amounting to $125,000 to construct an oxygen generation plant to replace the 15-year-old obsolete and unreliable mobile unit for which parts are no longer available. Modern high-speed and high-altitude military aircraft require gaseous oxygen and nitrogen for pilot and aircrew life support systems.

LAKENHEATH ROYAL AIR FORCE BASE

Lakenheath Royal Air Force Base, located 1 mile south-southeast of Lakenheath, England, is the next base for consideration in the U.S. Air Force in Europe program. Its mission is the support of a tactical fighter wing. The requested $123,000 involves the construction of an oxygen generation plant to replace the 15-year-old obsolete and unreliable mobile equipment for which parts are no longer available. Modern high-speed and high-altitude military aircraft require this gaseous oxygen and nitrogen for aircrew life support systems.

UPPER HEYFORD ROYAL AIR FORCE BASE

The next base for consideration in the United Kingdom is Upper Heyford Royal Air Force Base, located 14 miles north of Oxford, England. This base supports a tactical fighter wing. The program re-

quested for this base totals $360,000 and consists of the following three items:

The first project provides for the addition to the runway approach lighting system, which includes installation of a visual approach slope indicator (VASI) system at one end of the runway and strobe lights at both ends of the primary runway. This work when completed will vastly improve the safety of high-speed aircraft during landings.

The next item involves the construction of an oxygen generation plant to replace obsolete and unreliable mobile equipment for which parts are no longer available.

The third item, installation of a fire detection and alarm system, will provide for a central fire detection and reporting system for various buildings of public assembly and aircraft maintenance facilities at this installation.

WOODBRIDGE ROYAL AIR FORCE BASE

The last base for consideration in the United Kingdom is Woodbridge Royal Air Force Base, located 3 miles east of Woodbridge, England. It supports a tactical fighter squadron and an aerospace rescue and recovery squadron. The program includes one item at a cost of $336,000 to construct a new rescue helicopter support facility capable of providing quick and effective response to emergency conditions. There is no existing facility on base to satisfy this requirement.

AVIANO AIR BASE

The first base to be considered under various locations in Europe is Aviano Air Base, located 50 miles north of Venice, Italy. This base supports a tactical group, a tactical fighter rotational squadron, and a dual based tactical reconnaissance squadron. One project is requested for Aviano, in the amount of $104,000, for the construction of an aircraft runup facility complete with supporting facilities for installation of sound suppression equipment. The facility is needed for jet aircraft engine runup for checkout and adjustment of engines and accessories.

INCIRLIK AIR BASE

The next base to be considered under various locations in Europe is Incirlik Air Base, located 10 miles east of Adana, Turkey. This base supports a tactical group and two rotational tactical fighter squadrons. The program for this base consists of one project, amounting to $75,000, for the construction of an aircraft runup facility configured to support the installation of sound suppression equipment. This facility is required for jet aircraft engine runup to full power for the checkout and adjustment of engine and accessories.

TORREJON AIRBASE

The last base to be considered under the European various locations, and the last base in the USAFE program, is Torrejon Airbase, Spain. It is located 15 miles east of Madrid and supports a tactical fighter wing, a rotational SAC air refueling squadron, and the 16th Air Force Headquarters. Four projects, amounting to $1,013,000, are requested for this base.

The first project will provide for the construction of an aircraft runup facility configured to support installation of sound-suppression equipment.

The second project is for the installation of a runway centerline lighting system to provide added safety to tactical, refueling, and airlift aircraft during landings at this base.

The next item, an air passenger terminal, provides an addition to the existing terminal facility to meet the increased passenger loads resulting from the use of stretch and jumbo-jet air carriers. The existing facility was designed to accommodate one-fourth of the present traffic.

The last project at Torrejon is for the construction of a new aircraft engine test facility configured to support the installation of sound-suppression equipment.

U.S. AIR FORCE SECURITY SERVICE, OVERSEAS

The mission of the U.S. Air Force Security Service is to provide communications security services. This program contains a total request for $1,497,000 and provides complete and usable support-type facilities at Wakkanai Air Station, Japan.

WATER POLLUTION ABATEMENT, OVERSEAS

The water pollution abatement program at Howard Air Force Base, Canal Zone, amounting to $985,000 is required to upgrade the existing sanitary waste treatment plant, as it does not have the capacity nor does it provide the degree of treatment required for domestic wastes. Plant effluent is currently discharged to a stream that is used for recreation purposes.

SPECIAL STRATEGIC FORCES—VARIOUS LOCATIONS

This project in the amount of $6 million will provide short range attack missile (SRAM) facilities on selected B–52 bases in support of the newly developed SRAM. These facilities, consisting of missile assembly shops and igloos, are required to provide adequate space in which to receive, inspect, assemble, checkout, and store components and fully assembled missiles. This is a phased portion of a program to provide SAC bombers with these missiles. Additional facilities will be programed in future years in phase with missile production and delivery schedules.

AEROSPACE COMMUNICATIONS FACILITIES

The aerospace communications facilities program of $5,765,000 comprises four items, as follows:

TECHNICAL CONTROL FACILITY EXPANSION

These facilities provide space for equipment necessary to supervise and correct technical transmission problems with messages, data, and voice during transmission. Centralized control of communication main-

tenance and signal traffic routing is needed to assure continued availability of adequate and reliable communication service and equipment.

AIR FORCE COMMUNICATION CENTER

This project provides the necessary alteration and modification of space and utilities to permit the electronic consolidation of the Air Force Communication Center locations in the basement and the Air Force Message Center on the fourth floor of the Pentagon. When the work is completed, it will provide rapid secure and reliable message services to the Air Staff and other Department of Defense and Federal agencies.

AIR FORCE DIGITAL SUBSCRIBES TERMINAL EQUIPMENT (DSTE) FACILITIES

This is the final phase of the three-phase program to provide Air Force the capability to effectively and efficiently make use of the Defense Communication Service automatic long-live communications network. This project provides environment control and utility support for communications digital subscriber terminal equipment for eight overseas and 51 continental sites.

PENTAGON NATIONAL MILITARY COMMAND CENTER

This program for alteration and addition to two (2) floors in the Pentagon is required in order to provide a secure, centrally located National Military Command Center (NMCC) where a continuously operating watch team can efficiently support the National Command authorities to exercise strategic direction of the Armed Forces and other national resources throughout the entire spectrum of conflict. This item for $4,080,000 was previously authorized in Public Law 91–511 (fiscal year 1971) but was unfunded. It is proposed to request appropriations for $4,080,000 to accomplish this work in the 1972 military construction appropriation program, to insure and facilitate prompt and effective national objectives.

THEATER AIRBASE VULNERABILITY REDUCTION FACILITY (TAB VEE)

The Tab Vee program amounting to $4,300,000 provides for aircraft, facility, and crew protective shelters, security facilities, and miscellaneous supporting facilities at various overseas tactical airbases. The details of this package program are classified and will be discussed in executive session.

Senator SYMINGTON. May I express my appreciation for your testimony this morning and for your patience in answering these questions.

We will now clear the room and have a brief session on a classified basis.

Those kindly leave who are not qualified to stay.

(Whereupon, at 4:15 p.m. the committee proceeded to other business.)

63-842—71—pt. 2——14

MILITARY CONSTRUCTION AUTHORIZATION ACT OF 1972

FRIDAY, JUNE 4, 1971

The Military Construction Subcommittees of the Committee on Armed Services and the Committee on Appropriations met in joint session, pursuant to recess, at 10 a.m., in room 212, Old Senate Office Building, Senator Stuart Symington (chairman) presiding.

Membership of the Military Construction Subcommittee of the Committee on Armed Services is as follows: Senators Symington (chairman), Jackson, Ervin, Cannon, Byrd, Jr. (Virginia), Thurmond, Tower, and Dominick.

Membership of the Military Construction Subcommittee of the Committee on Appropriations is as follows: Senators Mansfield (chairman), Proxmire, Montoya, Hollings, Brooke, Boggs, and Percy. (Ex-officio members: Senators Ellender and Young of North Dakota.)

Present: Subcommittee on Military Construction of the Committee on Armed Services: Senators Symington (presiding), Cannon, and Tower.

Subcommittee on Military Construction of the Committee on Appropriations: Senators Ellender and Young.

Also present: From the Senate Armed Services Committee: Gordon A. Nease, professional staff member; and Mary E. Keough, clerical assistant.

From the Senate Appropriations Committee: Vorley M. Rexroad.

COMMITTEE PROCEDURE

Senator SYMINGTON. We are continuing our hearings this morning by taking up title II of the bill which relates to the requirements of the Department of the Navy and the Marine Corps.

The combined request this year is $352.4 million in new authority and an increase of about $1.6 million in prior years' authority.

Our principal witnesses will be Rear Adm. W. M. Enger, commander, Naval Facilities Engineering Command, and Brig. Gen. William C. Chip, Assistant Quartermaster General of the Marine Corps. I would suggest that both Admiral Enger and General Chip present their statements in as much detail as they wish before we proceed to questioning.

Admiral, do you have a statement?

STATEMENT OF REAR ADM. W. M. ENGER, CEC, USN, COMMANDER, NAVAL FACILITIES ENGINEERING COMMAND; ACCOMPANIED BY CAPT. D. A. MURRAY, MC, USN, BUREAU OF MEDICINE AND SURGERY; CAPT. T. RICHTER, MC, USN, NAVAL RESEARCH INSTITUTE; CAPT. H. F. GRIFFITH, USN, NAVAL FACILITIES ENGINEERING COMMAND; CAPT. D. G. ISELIN, CEC, USN, NAVAL FACILITIES ENGINEERING COMMAND; CAPT. P. J. WATSON, USN, OFFICE OF CHIEF OF NAVAL OPERATIONS; COMDR. J. W. WEIR, CEC, USN, NAVAL FACILITIES ENGINEERING COMMAND; G. H. WOERNER, NAVAL FACILITIES ENGINEERING COMMAND; LT. COMDR. P. J. PARISIUS, CEC, USN, NAVAL FACILITIES ENGINEERING COMMAND; COMDR. M. P. ALEXICH, USN, OFFICE OF CHIEF OF NAVAL OPERATIONS; COMDR. W. E. BURDICK, CEC, USN, NAVAL FACILITIES ENGINEERING COMMAND; LT. COL. D. C. DAVIDSON, USMC, HEADQUARTERS, MARINE CORPS; CAPT. W. N. GINN, JR., USN, NAVAL SHIP SYSTEMS COMMAND; A. W. ABBOTT, NAVAL AIR SYSTEMS COMMAND; CAPT. M. E. MALAN, USN, BUREAU OF NAVAL PERSONNEL; R. L. YERGOVICH, BUREAU OF NAVAL PERSONNEL; G. T. SWIGGUM, OFFICE OF NAVAL MATERIAL-LABORATORIES; ROY MARKON, NAVAL FACILITIES ENGINEERING COMMAND; W. K. TAYLOR, AND R. J. MURPHY, NAVAL FACILITIES ENGINEERING COMMAND; COMDR. T. YOSHIHARA, CEC, USN, OFFICE OF NAVAL RESEARCH

Admiral ENGER. Yes, sir; I do.

Senator SYMINGTON. Will you read that part of it you think advisable.

Admiral ENGER. Yes, sir.

I am Rear Adm. W. M. Enger, Civil Engineer Corps, U.S. Navy, commander of the Naval Facilities Engineering Command. I am pleased to have the opportunity to present the Navy's fiscal year 1972 military construction authorization program to the committee. Before proceeding with my statement I would like to offer a statement for the record by Mr. Frank Sanders, Assistant Secretary of the Navy for Installations and Logistics. Mr. Sanders has provided in his statement some brief items of particular interest to him which he believes also will be of interest to the committee and we will provide that for the record.

(The statement follows:)

INTRODUCTION

Mr. Chairman and members of the committee, I appreciate the opportunity of providing a statement for the record on the FY 1972 military construction authorization program.

SIZE OF THE PROGRAM

The authorization requested of 352 million 412 thousand dollars is 68.2 million dollars greater than last year's request. This increase is significant at a time when every facet of the Navy budget is receiving a critical review, since it reflects recognition within the Navy of the facilities support problem.

This increase is not an accident, but represents the tireless effort of RADM. L. G. Bernard of OPNAV, RADM W. M. Enger, and BGEN W. C. Chip and personnel under their supervision who firmly believe that military construction funding is out of balance with other appropriations. They have take positive management actions to prove their case, and with some degree of success as exhibited by this year's budget request.

The military construction program remains an essential part of the total Navy budget.

In this program, an increased emphasis was placed on the provision of personnel support facilities. This emphasis is needed for the Navy to achieve a primary goal of obtaining and retaining the high caliber of personnel needed to man the modern fleet of the 70's.

This stress is reflected in the increased funding of 49.7 and 45.5 million dollars over the amounts assigned in the FY 1970 and FY 1971 programs, respectively, to personnel support facilities.

We have also added 20 million dollars per year for the last two years to the amount allocated by OSD for family housing.

We believe the special attention given to the needs of Navy personnel is bearing results as reflected in the recent 12 percent increase in our first term reenlistment rate to 21 percent. We are confident that the emphasis on personnel support facilities and family housing will achieve similar results to bring us up to our goal of 31 percent.

Navy Program

As in last year's program, a major portion of this program has been allocated to facilities that are people oriented. This emphasis on personnel facilities reflects the view held in the Navy and the Marine Corps that people are and must be the first priority. Bachelor housing and community facilities represent 36 percent of this year's budget request.

Other areas receiving a major allocation are operational, training, and maintenance and production facilities, which received 9 percent, 8 and 11 percent, respectively, of this year's program.

The stress placed upon people oriented facilities this year has impacted upon the rate at which the Navy proceeds with its modernization of shipyards and naval air rework facilities. Although we have devoted 11 percent of the program to the maintenance facilities area, we have included only one naval air rework facility project at the naval air rework facility, Norfolk, Virginia, and three projects for shipyard modernization. The shipyard modernization projects are: (1) a nuclear shop building at the Puget Sound naval shipyard, (2) pipe shop improvements at the naval shipyard, Norfolk, and (3) a forge and propeller shop at the naval shipyard, Pearl Harbor. The total shipyard modernization program is 13.7 million dollars or 3.8 percent of the program. We have slowed the pace on these programs even though many projects are economically attractive in terms of payback periods.

Six percent of our program has been allocated to hospital and medical projects.

Projects included in this year's program are a hospital addition at the Naval Hospital, Long Beach, and three dispensaries and two dental clinics. The Hospital at Long Beach has only 60 percent of the bed capacity needed for its case load. The proposed 220-bed nursing unit addition and a sizeable addition to out-patient facilities are urgently needed to provide adequate medical care for the Long Beach area.

A comparison of this year's request and last year's authorization for other construction categories is provided in Table I.

(See p. 217.)

Pollution Abatement

Last year, I pointed out some areas in which the Navy was pacing the field in developing solutions to our pollution abatement problems. These areas were connection to and use of municipal sewage systems, treatment of highly toxic waste waters, and smoke control systems for fire fighting training facilities.

The water and air pollution abatement projects total $36 million and represent 10 percent of the MCON budget request.

I would like to review again this year the Navy's use of municipal sewage systems. A significant portion, $8 million or 41 percent, of the $20 million water pollution program is planned for connection to five public sewage systems.

Last year, we obtained the concurrence of the authorization committees to participate with or use public systems wherever this alternative provided the minimum cost to the government in terms of both first (capital) cost and long term (annual operation and maintenance) costs. In some instances, the capital costs may be greater, but the lower annual costs during the life of the facility dominate in achieving the most economical solution.

Our project documents for water and air pollution abatement contain a statement of intent to use public systems where the economics favor this alternative and the use of project funds for making a capital contribution when necessary.

Other items in the water pollution program are two sewer, twelve sewage treatment, and nine industrial waste treatment items.

In the air pollution area, ten incinerator items constitute 57 percent of the $16 million funding for air pollution. There are two items for sanitary landfills, four fuel conversion items, six industrial emission control items, one dust collector item, and one item for smoke elimination at the fire fighting school at the Naval Training Center, San Diego.

From these comments, you can see that the Navy is actively seeking solutions to its air and water pollution abatement problems.

The remaining projects to bring our United States installations into compliance with present environmental quality standards are being planned for FY 1973 and FY 1974. We anticipate a FY 1973 requirement of about 41 million dollars and a FY 1974 need for 19 million dollars. The FY 1973 program will continue our efforts in industrial wastewater pre-treatment facilities, sewerage system and refuse disposal improvements, and smoke and emission control.

Our FY 1974 program involves projects which would be premature if planned earlier. Our example is the connection to future community sewage disposal projects, such as is being planned near the Naval Air Station, Barbers Point, Hawaii. Other projects require unique technical solutions, such as smoke abatement of our aircraft crash fire training operations and alternatives to open burning of waste propellant materials.

We are also considering providing pier sewers and modifying our shore systems to treat ship wastewaters ashore. Such construction may total 50 million dollars, over a period of 5 years. This would be in addition to the shore installation pollution abatement requirements, which I have already cited.

In addition to pollution abatement efforts, we also preserve and enhance the environment through our natural resources programs. For example, our forest resource management program annually re-forests about 2 thousand acres and improves the timber stand on over 16 thousand acres. Eighty-one of our Navy and Marine Corps installations having suitable lands and waters have entered into cooperative agreements with the Bureau of Sport Fisheries and Wildlife and the appropriate state conservation agencies to develop habitats for fish and wildlife. Annually, over 1 million visitors enjoy the benefits of our joint efforts in this area. We also participate with the National Park Service in the preservation of areas and facilities having historical interest.

Marine Corps

As you are aware, the Navy military construction program also supports requirements for the Marine Corps. The FY 1972 program includes 46 million 752 thousand dollars for Marine Corps facilities as compared with last year's request of 33 million 475 thousand dollars. In the pollution abatement program, approximately 1 million dollars will be applied to Marine Corps installations.

The bulk of the Marine Corps request, 35 million 235 thousand dollars, is for new or modernization of bachelor housing facilities. For the past two fiscal years, over 60 percent of the Marine Corps portion of military construction has been devoted to the satisfaction of deficiencies in their bachelor housing program.

This year's request not only continues the trend but steps up the tempo to the point where 76 percent of the construction program is for this purpose. Although the construction backlog in all types of facilities at Marine Corps installations is high, it is believed that the first step in insuring the readiness of Marine Corps is the retention of highly trained personnel; and that a major incentive for retention is the provision of comfortable, modern living conditions. To this extent the provision of modern, comfortable bachelor housing facilities is the prime objective of the Marine Corps construction program.

I strongly urge your full support of the FY 1972 Marine Corps request to enable the Corps to continue its strides in this prime objective.

FAMILY HOUSING

The Secretary of the Navy, as he has done in the past, has added an additional 20 million dollars this year to the amount allocated by OSD for family housing, so that the Navy might secure additional units in fiscal year 1972. This was also done in the fiscal year 1971 budget.

It is a fact that today about 95 thousand Navy and Marine Corps families are inadequately housed, when we take into consideration those married men in the lowest enlisted pay grades for whom we do not construct Government quarters under current policy.

We are attempting to meet the family housing deficit by various approaches, rather than relying solely on constructing new Government quarters. For example, added emphasis on leasing has increased the Navy program from 2,005 units in FY 1970 to 4,264 units requested for FY 1972.

The emphasis placed on our program of housing referral offices has increased placement of Navy families in private economy housing by this means from 33,000 families in calendar year 1969 to 40,000 in calendar year 1970.

Our increase in average man-years of staffing and support cost to do this has increased from 128 man-years and 900 thousand dollars in FY 1969 to 170 man-years and 1 million 505 thousand dollars in FY 1971. We propose to go to 185 man-years and 2 million 360 thousand dollars in FY 1972. These figures show support cost increasing at a greater rate than staffing man-years. The explanation is that we are civilianizing this program to release military manpower for other duties, and overhead costs are now being charged against the program.

We are undertaking an extensive program of constructing mobile home parks, so those men who own or desire to purchase mobile homes can have decent and reasonably priced court facilities to accommodate their mobile units, where the private economy is not fulfilling this need.

Navy had only two mobile home court projects in the FY 71 MCON program which totaled 50 spaces. In view of the increase in mobile home purchases and interest in this type of housing, a special program at selected locations for construction of mobile home parks under the authority of 10 U.S.C. 2674 utilizing organized naval construction forces was also launched this past year. This special program when completed is expected to provide about 900 new spaces to our inventory. The FY 72 MCON request under consideration will provide another 1,500 mobile home park spaces for Navy and Marine Corps families.

We watch closely for existing Government quarters that can be obtained as a result of base closures and force realignments by the other services. Our inventory has been increased by 755 units from this source in the last two years

In connection with last year's amendment to the authorization bill, we propose to take aggressive action to obtain provision of assisted rental housing by the Department of Housing and Urban Development (HUD) for married personnel in the lower pay grades under the recently enacted HUD act of 1970. This legislation now authorizes specific allocations of such housing for lower income military families. We hope to obtain new construction starts on 2,000 units of controlled occupancy housing of good standards for naval enlisted families in the coming year from this program. A memorandum of agreement between Defense and HUD was executed in early March and instructions have been given to the field organization of both agencies concerning military preference in section 236 projects. We believe that this agreement will produce additional adequate community assets for lower income miiltary families.

As we move to an all volunteer force, we must recognize the reality that large numbers of our lower pay enlisted men who now are presumed to be without dependents, do in fact have families. These families are not included in our construction programming base at present. They do not receive travel and transportation entitlement to assist them in having their families with them. Yet, attitudes toward a naval career are being developed during early periods of service. Reducing deprivation and family separations during this period would enhance the image of career service, and thus contribute to recruitment and retention of the best of these young men. We must recognize that all personnel will perform with greater dedication and more efficiently if they can be with their families in decent housing when ashore. We are going to put more effort on surfacing and getting increased consideration of the family housing and related needs of these men.

Of growing concern is the physical condition of the housing in our inventory. Concentration on meeting housing shortages has precluded replacement of existing quarters which are obsolete and costly to operate. Some of these older units

are a severe drain on our operation and maintenance funds. Our backlog of needed improvements and maintenance conservatively totals about $130 million. The inflationary squeeze is hurting. Cost increases during the year and unforeseen disasters like Hurricanes Camille and Celia consume funds intended for reduction of our backlog. Continued deferral of the work accelerates deterioration, and the cost of correction at some future date is thereby increased.

The fact that this maintenance, repair, and improvement work needs doing, undoubtedly influences adversely the desire and incentive for occupants to care for the Government's property. This adds to the problem. Annual new construction to correct deficits is important, but it is also important to career retentions that we take care of the thousands of families who live in and move through our existing quarters each year.

As increases are made in the basic allowances for quarters (BAQ), the forfeiture of the larger amounts for occupancy of marginal quarters will make such government housing unattractive to military families. This will prove counterproductive to good morale, unless we produce positive reductions in our repair and improvements backlog concurrently. Therefore, increases in budget base to correct the physical deficiencies in our inventory housing must now be given more attention. The bill under consideration accordingly incorporates an increased level of funding in this area for FY 72 over amounts requested and appropriated in FY 71.

Specifically, we have increased funds for the backlog of essential maintenance from $878,000 in FY 71 to a proposed $2,856,000 for FY 72. We have also increased the funds requested for our improvement program from $6,300,000 in FY 71 to $8,271,000, for FY 72.

Self Help Program

We have commenced an intensive policy to both encourage and to make it possible for Navy housing occupants to participate in the maintenance of their houses. We call this our self help program. It is based on the theory that a military tenant can easily assume the same maintenance responsibility as a tenant in a private rental dwelling. It is the Navy counterpart of the do-it-yourself enthusiasm typical of today's homeowner.

We are pursuing this program through departmental instructions to commanding offices, identifying specifically what they may reasonably expect of tenants and providing standard guidance for them and the tenants defining tenant responsibility.

We are also making it possible for the tenant to obtain, easily and without cost, common maintenance material such as paint, varnish, brushes, faucet washers, etc., and in many cases we are prepared to provide advice and technical assistance by Navy craftsmen. Our hope is that this cooperative effort will in fact enhance our tenants' pride of occupancy and foster an increased sense of community commitment and pride in contributing to a fine environment. An equally important gain from the program is that it enables us to concentrate our appropriated dollars and labor on the hard maintenance, which is beyond tenant competence, where we have a large backlog, involving such items as major roof, structural and plumbing repairs.

With the exploitation of the initiatives and alternatives discussed above, there should be no lessening of willingness to utilize our own appropriated fund resources where necessary to relieve the total problem. This is essential to having a balanced program under which government housing is provided and operated to suitable standards at locations where the essential requirements cannot otherwise be met.

In concluding my remarks on family housing, I take personal pride in being able to present to the Congress again this year a new construction program that is, in great predominance, for our enlisted men and junior officers. Ninety-two percent (92%) of the recommended new quarters are for these men who are our greatest concern. Seventy-nine percent (79%) of the total program consists of three and four bedroom units which are the most difficult for the private economy to provide in the rental housing market.

Turnkey Contracting

Our experience with the turnkey method of construction for family housing and Navy lodges has been good. Many home builders who have not normally competed for government designed housing projects have been induced to submit

proposals. Four family housing projects, which had been formally advertised and which had come in at prices beyond the statutory limits and available funds, have, subsequently, been accomplished by the "turnkey" method. The results obtained with "turnkey" contracting for family housing and Navy lodges have convinced us that we should be examining other types of facilities for application of the "turnkey" method.

The key element is whether there is a similar type of facility being constructed in quantity in the commercial market. If so, it is likely that some contractors will be specializing in this type of work and have developed designs and construction procedures that could be utilized to advantage by the Navy.

Application of "turnkey" contracting is being or will be investigated for bachelor officers' quarters, bachelor enlisted quarters, and administrative buildings.

SUMMARY

In summary all of the projects included in this year's military construction budget are high priority projects. Many projects of practically equal priority were deferred by the Navy solely because of budget constraints.

The projects are vital to achieving and supporting the Navy and Marine Corps force structures so essential to the national security of this country.

I thank you for the opportunity to provide these observations on our military construction program.

Admiral ENGER. Brig. Gen. William C. Chip, U.S. Marine Corps, will review the Marine Corps portion of the program. Rear Adm. H. S. Etter of the Bureau of Medicine and Surgery is present to answer questions on medical and dental projects.

There are several areas of this year's program that I particularly wish to review with the committee.

COMPOSITION OF THE PROGRAM

First, I would like to compare this year's total program with last year's, and then identify those facilities' categories which have a significant change from last year.

New authorization of $352,412,000 is requested for projects in the Navy portion of the bill, title II, Regular forces. Last year we requested $284.2 million and received $268.9 million.

Tables I, II, and III compare this year's total program, the Navy portion, and the Marine Corps portion, respectively, with last year's program by facilities' categories. I will address only the Navy portion and leave to General Chip the discussion of the Marine Corps program when we come to it during the project review.

POLLUTION AGREEMENT

An examination of table I shows that the air and water pollution abatement programs are still receiving strong support, with 10 percent of the total and the ratio leveling out between air and water pollution abatement projects. We expect to have completed or underway, with few exceptions, projects to correct our current pollution problems by December 31, 1972.

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

Table II shows an increase of 4 percent in the Research, Development, Test and Evaluation (R.D.T. & E.) construction category. This increased emphasis represents recognition, under austere budgets, of

the need to develop new technology that will provide new and improved weapons systems that will offset the overall reduction in numbers of weapons and weapons systems. New and modernized facilities are key factors in maximizing the effectiveness of conducting and expediting research, development, test, and evaluation for new weapons systems.

MEDICAL PROGRAM

Another construction category with a significant change is medical facilities, which increased from 4 to 7 percent as shown in table II.
(See p. 218.)

I would also like to report that our recent bids on the Camp Pendleton, Corpus Christi, and New London hospitals were good with bids within authorized funding. Our current planning, programing, design, budgeting and estimating procedures makes us confident of obtaining bids within authorized funding and timely completion of future hospitals.

ADMINISTRATIVE

The Defense office building (DOB) authorized at $16.2 million last year is the primary factor in the apparent large reduction in the administrative category. There is a 2-percent decrease between fiscal year 1971 and 1972 when the Defense office building is excluded from the computations.

PERSONNEL AND COMMUNITY SUPPORT FACILITIES

The construction category with the greatest change is troop housing and community support facilities with the assignment of an additional $37 million, which is a 7-percent increase over last year. This significant increase recognizes that the modernization of the shore establishment, the provision of new facilities to support operations, and the modernization of our maintenance and productive base will be to no avail unless we can recruit and keep qualified personnel to operate and maintain the present and future weapons systems.

UTILITIES

The "Utilities" category was impacted the hardest only because alternate solutions to get by for a year could be provided easier for some utilities projects, than for projects in any other category. It should not be concluded that there is not a serious deficiency in utilities, because there is a deficiency of approximately $632 million in this category.

REAL ESTATE

The increase of 4 percent in the real estate category reflects a request for authority to acquire approximately 509 acres in the Sewells Point complex for major known requirements that cannot be accommodated on existing Navy property. This project was denied authorization in fiscal year 1970 when the Armed Services Committee strongly urged continued negotiations between the Navy and the Norfolk &

Western Railway to develop an agreeable cost. We had intensive negotiations with the railway. Late last year we believed we had reached an understanding that although the authorization of $18.5 million that the Navy seeks for the acquisition of the property excludes the $3.3 million relating to legal concepts relative to submerged lands and the value of lands riparian to navigable waters, the Norfolk & Western Railway would not oppose authorization of the project, provided the disagreement of the parties was brought to the attention of the Congress. The technical aspects of the items in dispute and the legal considerations relating thereto have been furnished to the staff of this committee.

This understanding continued until last week when we received a letter from the railway stating that they had reevaluated their position and advanced an alternate proposal substantially in excess of this authorization request. We are not persuaded that this alternate proposal is soundly based.

Development of the Sewells Point complex is so vital to providing effective logistic support to the modern fleet of the seventies that we must proceed on the basis set forth in the DD form 1391 with a hope that further negotiations with the railway will produce a favorable settlement within legal limits.

OTHER SUBJECTS

There are some other subjects such as design of bachelor enlisted quarters, Navy Seabees and self-help program, base closures, and control of planning and design costs, and several others for which I have prepared a statement. In order to provide the committee with maximum time for review of the program, I have attached these statements at the end of my short statement for insertion, if desired, into the record.

We will be pleased to answer any questions of the committee, or we are prepared to start reviewing the program books.

(Tables II, and III of Admiral Enger's statement follow:)

TABLE I.—FISCAL YEAR 1972 MILITARY CONSTRUCTION PROGRAM AUTHORIZATION SUMMARY, BY FACILITIES CATEGORIES

[Dollar amounts in thousands]

Description	Fiscal year 1972		Fiscal year 1971	
	Total	Percent	Total	Percent
Operational	$32,533	9	$19,600	7
Training	29,779	8	25,171	9
Maintenance and production	38,032	11	38,594	14
R.D.T. & E.	17,737	5	4,481	2
Supply	2,360	1	4,227	1
Medical	22,957	6	10,281	4
Administrative	13,130	4	31,054	12
Troop housing and community support	125,331	36	75,513	28
Utilities	14,438	4	26,943	10
Air pollution abatement	15,962	4	1,120	1
Water pollution abatement	20,295	6	25,042	9
Real estate	19,858	6	6,872	3
Total	352,412	100	268,898	100
Amendments	(1,556)		(14,470)	

Note: Figures in parentheses do not add in.

TABLE II.—FISCAL YEAR 1972 MILITARY CONSTRUCTION PROGRAM AUTHORIZATION SUMMARY BY FACILITIES CATEGORIES

NAVY PROGRAM

[Dollar amounts in thousands]

Description	Fiscal year 1972		Fiscal year 1971	
	Total	Percent	Total	Percent
Operational	$28,628	9	$16,686	7
Training	29,779	10	24,665	10
Maintenance and production	36,471	12	37,024	16
R.D.T. & E.	17,737	6	4,481	2
Supply	2,360	1	4,227	2
Medical	20,016	7	9,117	4
Administrative	13,130	4	30,094	[1] 13
Troop housing and community support	90,096	29	52,691	22
Utilities	11,328	4	26,943	12
Air pollution abatement	15,962	5	1,000	1
Water pollution abatement	20,295	7	22,285	9
Real estate	19,858	6	6,172	2
Total	305,660	100	235,385	100
Amendments	(1,556)		(14,268)	

[1] Includes Defense Office Building—Excluding the Defense Office Building from both this category and the total revises fiscal year 1971 to 6 percent and makes it comparable with fiscal year 1972.

TABLE III.—FISCAL YEAR 1972 MILITARY CONSTRUCTION PROGRAM AUTHORIZATION SUMMARY BY FACILITIES CATEGORIES

MARINE CORPS PROGRAM

[Dollar amounts in thousands]

Description	Fiscal year 1972		Fiscal year 1971	
	Total	Percent	Total	Percent
Operational	$3,905	8	$2,914	9
Training			506	1
Maintenance and production	1,561	3	1,570	5
R.D.T. & E.				
Supply				
Medical	2,941	6	1,164	3
Administrative			960	3
Troop housing and community support	35,235	76	22,822	68
Utilities	3,110	7		
Air pollution abatement			120	1
Water pollution abatement			2,757	8
Real estate			700	2
Total	46,752	100	33,513	100
Amendments			(202)	
Navy total	305,660		235,385	
Program year total	352,412		268,898	

(The supplemental information of Admiral Enger's statement follows:)

PRIORITIES

People are the Navy's first priority, and the composition of the program reflects this priority. The pollution abatement program has been for several years an important Navy program. The high priority assigned to these projects in this year's program reflects the importance the Navy associates with these projects, and the increased emphasis directed to pollution abatement by the executive department.

The remaining projects also rank high in priority in terms of all of the other projects that they were in competition with in the two succeeding years' programs.

The projects in this year's program were higher in priority than the next 1,000 projects, totaling about 1 billion dollars, currently planned for the FY 1973 and FY 1974 programs.

NAVAL AIR REWORK FACILITIES AND SHIPYARD MODERNIZATION

The emphasis on personnel oriented facilities with a limited budget has impacted on some other categories. One category, maintenance and production, contains a large portion of the shipyard modernization and naval air rework facilities. The decision to slow the pace on these programs was not an easy one, since many of the projects are economically attractive in terms of payback periods. With financial constraints and the urgent need to take care of people first, it wasn't feasible to proceed at the originally intended modernization rate.

The rate of modernization for both the naval air rework facilities and shipyards, under current planning, will improve next year.

NAVAL COMMUNICATIONS FACILITY, DIEGO GARCIA

The first phase of the construction of the naval communications station (NCS) at Diego Garcia (in the Indian Ocean) was authorized in FY 1970 and funded in the FY 1971 military construction program.

The second phase included in this year's budget, together with the first phase, will provide austere communications facilities, an airfield for logistic support, roads and utility systems, and berthing, messing, and recreational facilities to support 274 personnel.

Construction of phases one and two will be accomplished by naval construction forces. A three-year construction effort is planned.

The first group of Seabees arrived in Diego Garcia on 9 March 1971 to prepare the beach for the remainder of construction personnel who arrived on 17 April and 19 May 1971.

An interim C130 capable airfield, which will provide air service during the construction period, is scheduled for completion in July 1971.

GUAM CONSTRUCTION

This budget requests 18 projects, totaling 25.5 million dollars, and current planning emphasizes significant construction for Guam in FY 1973. This large amount of construction for Guam is indicative of the strategic value of Guam as decisions are made and implemented affecting the Western Pacific bases.

DESIGN OF BACHELOR ENLISTED QUARTERS

In order to provide increased habitability in our bachelor enlisted quarters, a "master design" contract has been awarded, which will result in plans for ten locations in the FY 1971 program. The design will provide residential modules consisting of four 3-man bedrooms adjacent to a lounge/living room. Bathrooms will normally be either private or semi-private.

Standard procedures are being followed for the seven remaining projects. The standard procedures will also provide residential modules similar to those being provided by the master design.

We are convinced that the varied approach, being taken with the FY 1971 program, will provide hard evidence on the effectiveness of the two design procedures, and will be helpful to us in executing future programs. Better design procedures will enable the Navy to provide living quarters comparable with those found in the civilian sector, within the funding constraints imposed each year. The FY 1971 program will also provide significant cost and effectiveness data to enable us to request modification, when necessary, to the bachelor enlisted quarters ceiling in future legislation.

CONTROL OF PLANNING AND DESIGN COSTS

The actions being taken to control planning and design costs is another subject that I believe is of interest to the committee. Information on the methods being used to minimize planning and design for bachelor enlisted quarters was provided above, and information follows on some other areas where the Navy has achieved and is achieving success in controlling planning and design costs. For the FY 1970 program, site adaption for 18 projects simplified the preparation of plans and specifications for these projects, which have an estimated construction cost in excess of 42 million dollars. One-step design/construction contracting, "turnkey", has been applied to 9 projects to date from the FY 1970 and FY 1971 programs. Other techniques being used are two-step design/con-

struction contracting, computer-aided design, and use of "building systems" components. Studies are underway for the development of computerized cost engineering, and the Navy is participating in the National Academy of Sciences study designed to stimulate the development of industry's capacity to produce "building systems." The in-house design capacity being maintained by the Navy is a minimum.

It has been the Navy's policy for some time to accomplish in-house only enough challenging design that approximately 25 percent of the effort of each professional design engineer is utilized on this type of work. This policy is directed toward maintaining the professional proficiency of an organization noted for its professional competence. A trial lawyer, a surgeon, and a design engineer must continually practice their profession to maintain a high level of competence and at the same time, confidence in their abilities. Otherwise, they will atrophy and lack confidence for bold and imaginative advances to their respective professions. The in-house design effort for the last two fiscal years has averaged 10 percent of the total design accomplished by NAVFAC.

BASE CLOSURES

Based on information contained in the Department of Defense base closure announcements of 29 October 1969, 6 March 1970, and 3 March 1971, the Navy reviewed the FY 1972 program to insure that the program did not contain a project for bases to be closed. None of the projects requested by the Navy are affected by current approved base closures. Our normal process of verifying the need for a facility throughout the planning stages and of revalidating the requirement for all authorized and funded projects just prior to construction contract award also provides a last minute check on each project.

NAVY SEABEES AND SELF-HELP PROGRAM

Although not directly related to the military construction program, I believe the progress we are making with the Navy Seabees and self-help program is of interest to the committee.

The objective of the Navy Seabees and helf-help program is two-fold: First, to assist personnel in improving their living conditions ashore—for example, quarters, welfare and recreational facilities—using Seabees and self-helpers. The other objective is to provide our Seabee personnel with meaningful jobs and training during their stateside tours. Successful attainment of these two objectives is expected to build upon recent improvements in retention rates of Navy men worldwide and thereby improve the Navy's readiness. We are encouraged in the Navy that special attention to the needs of Navy personnel is paying off as shown by the increase of our first term re-enlistment rate from 9 percent to 21 percent.

One facet of the program is the establishment of platoon-sized construction battalion units shore-based at our larger Naval complexes. These units are fully equipped with tools and equipment essential for their training. The reaction of Seabees to these units is overwhelmingly favorable as a meaningful respite from long tours of sea duty.

To date, thirteen such units have been established. They are located at the public works centers, Great Lakes, Illinois; Pensacola, Florida; San Diego, California; and Pearl Harbor, Hawaii; the United States Naval Academy, Annapolis, Maryland; Naval Air Stations, Jacksonville, Florida; Memphis, Tennessee; Corpus Christi, Texas, Lemoore and Alameda, California; Naval Stateions, Newport, Rhode Island; Norfolk, Virginia and Charleston, South Carolina.

The Seabees and self-help program will not take work away from civilian employees at the installations where these programs are installed. No civilian jobs have been or will be lost as a result of the program. Briefings given to union groups and others about the program have generally been well received.

The program has been well received because we are employing Navy Seabees and other military personnel in accordance with a long-standing agreement with industry that was formalized by a 1952 defense department directive that clearly defines responsibilities for this kind of work. The Seabees ashore/self-help program does not embody new policies. It is simply another means of improving the lot of the Navy man.

Senator SYMINGTON. Thank you.

At this point I will place in the record a statement submitted by the Norfolk & Western Railroad in regard to the proposed acquisition by the Navy of the Sewells Point in the city of Norfolk, Va. This is being done at the request of one of the members of the Senate Armed Services Committee, Senator Byrd of Virginia.

(The statement follows:)

ACQUISITION OF SEWELLS POINT YARD BY U.S. NAVY—ROANOKE, VA., JUNE 4, 1971

MEMORANDUM

In the Military Appropriations Bill currently before Congress the Navy is requesting an $18.45 million appropriation for the purpose of acquiring land and improvements owned by the N&W adjacent to the Norfolk Naval Base, including N&W's Sewells Point Yard and certain other property. The requested appropriation includes $17.5 million which the Navy believes should be paid the railroad for the acquisition of the land and relocation of the railway yard with the remainder allocable to overhead, etc.

N&W believes that the requested amount is substantially less than the proper amount necessary for the Navy to acquire this property. If the Navy expects to acquire this property the appropriation must be high enough to permit a payment to the N&W in the amount of approximately $26.7 million in order to pay N&W the two elements required for acquisition of the property, namely, the fair market value of the land, plus the full amount necessary to relocate the Sewells Point Yard.

A. *Fair Market Value of the Land.*—The fair market value of the land is not disputed except for two items for which the Navy refuses to pay. Exclusive of these two items, the land has an agreed value of $6.4 million. The two other elements of value must be recognized but have not been included in the amount of the requested appropriation. These items are:

1. Value of filled land

The Navy agrees that the approximately 28 acres of filled land and improvements thereon between the bulkhead line and the mean high-water line could be sold by N&W to a third party at its fair market value of $1.1 million. It is also recognized that the improvements on the land produced an annual rental of $75,000. Yet the Navy refuses to include any amount for this valuable land or improvements in its estimates.

Pursuant to Virginia statutes and case law, it is well established that N&W has title to filled land and could convey it to a third party.[1] The Navy's only authority for refusing to recognize this conceded value is *U.S.* v. *Rands*, 389 U.S. 121 (1967), a decision which begins by stating:

"In this case the Court is asked to decide whether the compensation which the United States is constitutionally required to pay when it condemns riparian land includes the land's value as a port site." (389 U.S. at 121)

It may clearly be seen that this is a decision on port site value. Applying it to refuse any compensation at all for 28 acres of land is unreasonable. If extended, such interpretation would suggest that the Navy could claim most of downtown Norfolk, which is built on filled land, without paying any compensation at all, plainly an absurd suggestion.

This land and improvements has a fair market value agreed to be $1.1 million. If the Navy takes this land, N&W should be paid the fair market value.

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[1] Code of Virginia, Sections 62.1 and 62.1–164; *Groner* v. *Foster*, 94 Va. 650, 27 S.E. 493 (1897); *Lamberts Point Co.* v. *Norfolk and Western Railway Co.*, 113 Va. 270, 74 S.E. 156 (1912).

2. Port Site Value

The Navy has further misapplied the *Rands* decision cited above by reducing the fair market value of the land by asserted port site value in the amount of $1.2 million. To the contrary, if the *Rands* doctrine applies at all, it applies only to lands immediately adjacent to the water. It has no bearing on nonriparian land. The Navy's appraisers erroneously have reduced the value of the land completely moved from access to any port facilities. Even the land east of Hampton Boulevard, which is unrelated to the port facilities and which could not possibly have any port site value, has been reduced in value by the Navy's appraisers supposedly because of the *Rands* decision. This is wrong as is the application of *Rands* to commercial buildings and other nonriparian land on the other side of Hampton Boulevard. The land and commercial buildings have been valued by N&W appraisers not as port property but for their highest and best use, which is as commercial and business property. Where such value exceeds the value of such land as a port facility, the higher commercial value is the fair market value of the property and no reduction in that value is proper under the *Rands* decision. Because of this error, the cost of the land to the Navy must be increased by another $1.2 million.

To correct the above errors in the Navy's request, the portion of the appropriation attributable to land must be increased by $2.3 million. Added to the agreed $6.4 million value for the land, this produces a total land value, which must be paid by the Navy if it takes this property, of $8.7 million.

B. *Relocation of Sewells Point Yard.*—The land which the Navy proposes to acquire is partially taken up by our Sewells Point Yard. The value attributed to that portion of the land occupied by the yard is $2.2 million. The Sewells Point Yard is a necessary and integral part of the railroad's operations and if the Navy takes this land the yard must be relocated at another site which the Navy and N&W agree should be Yadkin, Virginia. If N&W is forced to relocate this yard in order to make room for the runway extension at the Naval Base, it must be paid the full costs of relocation of this yard. Such costs will be approximately $20.2 million. This figure includes the cost of land and land preparation. Therefore, it can be reduced by the value of the land under the existing yard or by $2.2 million.

The Navy takes the position that it will not pay the full cost of relocating the yard but at the most will pay only $11.1 million [$17.5 total appropriation less $6.4 million land price = $11.1 million yard relocation]. This amount would produce an excessive and unfair loss to the railway resulting from the forced relocation of its yard. Any such loss is entirely improper in view of the importance of this yard to the operations of the railway.

Elimination of this yard would disrup N&W's export coal operations and would be seriously against the national interest since this yard is an integral part of the railway's export coal-loading facilities. The Navy's argument that this yard is not used in the railway's operation is simply not in accord with the facts. Sewells Point Yard is essential to permit the continuous loading of vessels and to eliminate delays resulting from coal not being available for loading. In addition, the yard is used for storing grain moving in export shipments and also is essential to the handling of merchandise freight for various industries located in the vicinity of Sewells Point which are served from the yard.

Sewells Point Yard is an important operating facility of this railroad. If the Navy requires the land on which it is located, it is necessary for the Navy to pay for relocating this operating facility without any reduction for site preparation and grading which has been excluded from the Navy estimates. As previously noted, the total costs amount to $20.2 million. Payment of a lesser amount will unfairly penalize the railway as a result of the Navy's acquisition of this property. Any suggestion by the Navy that a lesser amount should be paid because this yard is not an operating property is not in accord with the facts.

It should further be noted that delay of this project resulting from the Navy's refusal to agree to pay the N&W the fair market value of this property has resulted in a substantial escalation of the property which will be required for relocation of the yard. Thus, the estimate of May 1970 was that the yard could be relocated for $14.8 million. Delay of this project so that it cannot begin before December 1972 has resulted in an increase in this estimated cost by $5.4 million to the total of $20.2 million. Further delay will result in further cost escalations due to inflation.

C. *Summary.*—N&W does not oppose the Navy's going forward with the pro-

posed acquisition of its property at Sewells Point. We insist, however, that the Navy must pay the proper costs incident to such acquisition, namely the fair market value of the land (excluding that portion occupied by the yard) plus the cost of relocating the Sewells Point Yard facility. Together these costs are $26.7 million. The Navy's refusal to recognize that this amount of cost is properly involved in this project is unreasonable. Even if the Navy received an appropriation in the inadequate amount which it is requesting it would not be able to acquire this land for such amount. The Navy's attitude can do nothing but delay its proposed project and result in further cost increases. If the Navy wishes to acquire this project, it should request an appropriation in an adequate amount. That amount is $26.7 million or $8.2 million more than the Navy is requesting.

The railway has been willing to negotiate on this subject with a view towards agreeing on a cost for the land and yard relocation so that no dispute would remain on this question. The Navy, however, has intransigently refused to recognize the cost properly involved and has refused to alter its initial estimates at all. Accordingly, the railway must respectfully disagree with the Navy's request and state its opinion that such request is substantially lower than the fair and reasonable amount which must be paid the railway for its land and yard if this project is to be accomplished, or:

	In millions
Agreed value of land	$6.4
Value of filled land and improvements	1.1
Correction of port site value reduction	1.2
Cost of relocating yard	20.2
Subtotal	28.9
Less value of land occupied by existing yard	2.2
Total	26.7

This is the amount which must be paid N&W by the Navy if this project is to be accomplished.

STATEMENT OF BRIG. GEN. WILLIAM C. CHIP, U.S. MARINE CORPS, ASSISTANT QUARTERMASTER GENERAL OF THE MARINE CORPS

Senator SYMINGTON. General Chip, have you a statement?

General CHIP. Yes, sir; I do.

Senator SYMINGTON. Will you read it please?

General CHIP. Yes, sir.

Mr. Chairman and members of the committee: I am Brig. Gen. William C. Chip, Assistant Quartermaster General (Facilities and Services) of the Marine Corps. I have had the pleasure of presenting the Marine Corps' military construction program to this committee for the past 2 years and it is a distinct pleasure to do so once again.

For the past 2 years the Marine Corps military construction program has been concentrated on the improvement of bachelor housing facilities. The same is true of our fiscal year 1972 program. The Marine Corps' request totals $46,752,000 and $35,235,000 of that total is for the provision of modern living quarters of our bachelor marines. The requirement for adequate living quarters is of great importance at this time following the withdrawal of our marines from a combat environment to a position of maintaining combat readiness in a garrison-type situation.

Our emphasis on an all-volunteer Marine Corps and in retaining the valuably trained marine requires that these dedicated men be provided living accommodations that will convince them that the Marine Corps is interested in their well-being.

A part of our program is for construction of new barracks and a part is for modernization of existing barracks buildings.

Modernization of existing buildings is only requested where the existing buildings are of permanent construction and structurally sound, but with poor habitability from a comfort and privacy viewpoint. This year's program represents a part of our total requirements in this area, the projects included in this budget request being the most urgent. We are convinced we have a sound program which will go a long way to demonstrate to our young men and women that we are making their welfare the first order of business in our construction program.

In addition to these modern facilities for bachelor housing, our program includes two dental clinics, one each for our recruit depots at a total cost of $2,941,000, also devoted to the welfare of our personnel.

The remainder of our program consists of nine urgently required items; four operations-type facilities, totaling $3,905,000; one aircraft maintenance hangar for $1,561,000, and four utility items for $3,110,000.

All of our items are proposed for new authorization and funding approval at 16 Marine Corps installations inside the United States.

That, gentlemen, concludes a synopsis of the Marine Corps request in this fiscal year 1972 program. I can assure you it represents our most urgent construction requirements and I respectfully request your full support of these endeavors. I shall be most happy to try to answer any questions you may have at this time.

DIEGO GARCIA

Senator SYMINGTON. Thank you, General.

Mr. Chairman, the staff has prepared some questions and with your approval we will proceed.

Senator ELLENDER. Surely.

Senator SYMINGTON. Admiral, as we recall, in fiscal year 1970 you were authorized $9,556,000 for Diego Garcia.

Admiral ENGER. Yes, sir.

Senator SYMINGTON. Your present request for $4,794,000 will bring the total authority to $14,350,000.

Do you anticipate this will complete the project or do you plan for additional authorization next year?

Admiral ENGER. We propose additional authorization next year, Mr. Chairman, in the amount of about $4,956,000 based on our current estimates. This would be the additional authorization necessary to complete it as an austere communication facility for the Navy.

Senator SYMINGTON. And you plan to ask for that $4.9 million next year, and that will complete it; is that right?

Admiral ENGER. Yes, sir; complete the communication facility that is presently authorized.

Senator SYMINGTON. You don't plan to ask for any more money for this?

Admiral ENGER. No, sir.

Senator SYMINGTON. It is my understanding that construction of the Navy communication facility on Diego Garcia would permit the

withdrawal of United States military personnel from another facility which is located in a potentially dangerous area. If logistic savings are realized as a result of this transfer, then I think the funds for Diego Garcia would have a better chance of being approved by the Armed Services Committee, and what is more important in the long run, the Appropriations Committee.

Do you see what I am trying to get at? Will you please submit a statement on this matter for the record?

Admiral ENGER. Yes, sir. I will submit a statement for the record.

(The information is classified and retained in the committee files.)

Senator SYMINGTON. Here are a few general questions:

I notice you are devoting a substantial portion of your program, about $125.3 million, or 36 percent, to troop housing and community support facilities?

Admiral ENGER. Yes, sir. Our total requirements at the present time for BEQ space is for 295,675 spaces for enlisted; 33,465 for officers.

We have some assets, of course, so that our total deficiency at the present time is 122,587 spaces for enlisted; 15,935 spaces for officers.

Senator SYMINGTON. I understand that the Marine Corps portion of the program runs to 76 percent?

General CHIP. Yes, sir; it is. It is actually 73.7 percent, Mr. Chairman. That is pretty close.

Our 1972 program will provide for 10,265 adequate spaces; 4,816 of these are in new construction and 5,449 will be in rehabilitated spaces.

Senator SYMINGTON. Thank you, General.

Admiral, what is the reason you are devoting such a high percentage of your program to personnel facilities?

Admiral ENGER. Mr. Chairman, we absolutely are convinced in the Navy, as is the Marine Corps, that the retention of highly qualified people is our highest priority item. We know that the facilities they live in are inadequate and not modern and we are determined to see to it that all of our personnel, both officers and enlisted, are adequately housed.

Senator SYMINGTON. More specifically, is it to encourage an all-volunteer force or to take care of long overdue requirements now that more funds are becoming available with the phasedown in Southeast Asia?

Admiral ENGER. I believe that both purposes are going to be fulfilled, Mr. Chairman. We certainly have a long overdue program of improving our personnel support facilities and it certainly will be a step in the direction of an all-volunteer force.

Senator SYMINGTON. What portion of your program is for construction overseas and where is it principally concentrated?

Admiral ENGER. Of our total program, $296,449,000 is in the continental United States; $52,230,000 is overseas. The majority of it, sir, is in the Pacific Ocean area. About $22 million of that is in the Pacific.

Senator SYMINGTON. $22 million of the $52 million?

Admiral ENGER. Yes, sir.

Senator SYMINGTON. Whereabouts in the Pacific?

Admiral ENGER. The great bulk of it, sir, I believe is on Guam, but I do have a breakdown.

Senator SYMINGTON. Will you supply it for the record?

Admiral ENGER. Yes, sir.

Senator SYMINGTON. Where is the other $25 million going?

Admiral ENGER. Divided into small increments between the 10th Naval District and the 15th Naval District and the European theater.

Senator SYMINGTON. If you want money from the taxpayers to put in these foreign bases, I think you ought to detail it for the record.

Admiral ENGER. I will give you a complete breakdown for the record of all of the funds to be spent overseas.

(The information follows:)

[In thousands of dollars]

	Amount
10th Naval District:	
Guantanamo Bay, Cuba	$3,579
Puerto Rico	5,171
Total	8,750
15th Naval District: Canal Zone	716
Atlantic Ocean area:	
West Indies	418
Iceland	5,800
Total	6,218
European area:	
Germany	377
Sicily	1,371
Total	1,748
Indian Ocean area: Chagos Archepelago	4,794
Pacific Ocean area:	
Australia	75
Island of Guam	18,599
Japan	258
Philippine Islands	3,172
Total	22,104
Total, outside of the United States	[1] 52,230

[1] Excludes classified location projects, $3,733,000. Information on these projects located outside of the United States has been provided to the staff of committee.

Senator SYMINGTON. I notice you are asking about $36.4 million for air and water pollution abatement. I understand under the Executive order that all anticipated projects must be started or under contract by December 1972. Does your request this year about clear you up on this?

Admiral ENGER. Mr. Chairman, our authorization of funding which we request this year will substantially complete the Navy's pollution abatement program. There will be some minor exceptions in areas where we are proposing to connect with municipalities and there may be additional problems created by recent planning which would take care of ships at their home ports from the shore, rather than with onboard ship systems. The pollution abatement requirements are becoming increasingly strict throughout the United States, so I am sure we will have additional projects in the future, but the program proposed this year does substantially bring us into compliance with all standards and with the Presidential order.

Senator SYMINGTON. As I understand it, then, you have most of it done but you expect there will be more based on new developments and therefore you will have to ask for additional money at a later date; is that correct?

Admiral ENGER. Yes, sir.

Senator SYMINGTON. Admiral, are you familiar with the study made by the Building Research Advisory Board of the National Academy of Sciences on Military Construction?

Admiral ENGER. Yes, I am.

Senator SYMINGTON. What is the position of the Navy with respect to that study?

Admiral ENGER. Mr. Chairman, I have studied the report and all of the background papers in great detail and in general we note that many of the recommendations as amplified by this report and discussions describe almost precisely the manner in which the Navy now considers that it does its business. Some of the recommendations do not appear to be logically derived or substantiated by the supporting discussion.

Further study and analysis of these recommendations would appear to be warranted and to assure that adoption would, in fact, result in improved efficiency and cost effectiveness.

We were always seeking ways to improve our efficiency and cost effectiveness and I was somewhat disappointed that the discussions and recommendations were so broad that it was of little use at this point to me in effecting improvement in the Navy's planning, design, and construction of facilities.

I believe it is a good starting point and based upon whatever the Secretary of Defense ultimately decides that it will help us to some extent.

Senator SYMINGTON. Were you here yesterday when Secretary Shillito testified?

Admiral ENGER. Yes, sir; I was.

Senator SYMINGTON. On one item, I believe I remember the figures, the Army was doing 56 percent and the Navy 42 percent and the Air Force 0.6 of 1 percent. The Air Force gave written commitments that they would do it for a price which in some cases was less than half of what the Army Engineers was doing it for at this time.

I wouldn't ask you to comment on that because it doesn't involve your service, but when the Army does work for you, they charge an additional overhead; do they not?

When they do work for you, they charge an additional overhead; do they not?

Admiral ENGER. Yes, sir; just as we charge an overhead, of necessity, when we do work for other services or other Government agencies.

Senator SYMINGTON. Well, you do all of the Marine work and they don't have the facilities to do it on their own, so this doesn't really involve the Navy too much; does it?

Admiral ENGER. We do from 10 to 20 percent of the Air Force work. Sometimes we do work for other Government agencies such as the State Department.

I would like to point out one of the recommendations of the BRAB report was to study in depth and prepare a uniform chart of accounts.

I have studied this question for many years and find it next to impossible to compare our operations, particularly from a financial standpoint, with the operations of any of the other services or Government agencies, because we all have somewhat different ways of funding and accounting for our functions.

Senator SYMINGTON. Can't you have a standard audit procedure?

Admiral ENGER. Yes, sir; and I think this is one of the things that the BRAB report suggested, and which I heartily endorse.

Senator SYMINGTON. I understand that the new Post Office recommends that the Army Engineers are going to build all of the post offices. Do you do any work like that in the Navy?

Admiral ENGER. To a minor extent we occasionally do work for other Government agencies.

Senator SYMINGTON. Like what?

Admiral ENGER. For example, we built the embassy for the State Department in Saigon. There are a number of other places that we have done work for other agencies, such as the Coast Guard, and the Bureau of Wildlife and Fisheries.

I could provide, if you care, for the record, a listing of the work that we have done for other agencies.

Senator SYMINGTON. Would you do that, including the value of the construction?

Admiral ENGER. I would be pleased to do that.

I think one of the recommendations of the BRAB report I endorse most heartily is that uniform chart of accounts so we can make a comparison. I believe no valid comparison is possible at the present time under the current method of accounting.

(The information follows:)

Fiscal year 1972 program

Defense agencies:	*In thousands*
Air Force	$38,915
Army	25,500
ANG	4,889
DASA	500
DCA	0
DSA	2,479
ARPA	0
Civil works	8,400
MAP	0
NATO	100
Total, defense agencies	80,783
Nondefense agencies:	
AID	28,500
Coast Guard	50
Commerce Department	0
Interior Department	5,000
NASA	0
State	100
Trust Territory	2,000
GSA	0
Miscellaneous (NIH, Peace Corps, etc.)	0
OEP	500
Subtotal nondefense agencies	36,150
Grand total	116,933

Some examples of projects that have been performed for other agencies follow:

Project	*Total amount*
AFB, Bolling, dispensary-dental clinic, fiscal year 1968	$1,364,324
AID, Vietnam, Cam Ranh Bay community housing, fiscal year 1968	4,700,000

Project—Continued	*Total Amount*
NATO, Iceland, pol facility, fiscal year 1968	$13,000,000
MAP, Dominican Republic, 750 synchrolift, fiscal year 1968 and 1969	331,226
ANC, Gulfport, runway-taxiway pavement, fiscal year 1969	1,660,000
ARPA, South Vietnam, Shelter Technology, fiscal year 1969	250,000
State, Camp Perry, Sewage Treatment Plant, fiscal year 1969	296,000
Army, Corpus Christi, NAS, Anodizing Shop, fiscal year	1,102,000
DASA, Johnson Island, shoreline protection	1,624,000
DCA, Arlington, Va. transformer vault wiring, fiscal year 1970	15,000
DSA, Mechanicsburg, warehouse mechanization, fiscal year 1970	375,000
Commerce (ESSA) Miami, Fla. Atlantic Oceanographic Laboratory, fiscal year 1970	3,315,000
NASA, Madrid, Spain, 210' Dish Antenna Support Facilities, fiscal year 1970	1,000,000
Coast Guard, Hawaii, Radio Communication Facility, fiscal year 1971	3,500,000
Interior, Guam, Tanguissen Pt. Power Plant, fiscal year 1971	7,000,000
Trust Territory, Palau, Truk, Yap, utilities, fiscal year 1971	4,000,000
OEP, Truk Island, Typhoon Amy, materials procurement, fiscal year 1971	2,000,000
Civil Works, Dallas, Tex. LTV industrial facility continuing	1,000,000

The projected construction workload for other defense and non-defense agencies for fiscal year 1972 follows:

Senator SYMINGTON. Of course, the easiest way to keep something going is to say that you can't account for it. I do not say that critically, but the idea that you have these independent situations where the auditing is so different that you can't compare it, just doesn't add up from the standpoint of running a business.

I am not familiar with the details of the BRAB report, but according to my understanding it said if we did certain things, including some method of comparison we could get construction for a great deal less money. This is not criticism of you, but of the management concept in the Pentagon, because there certainly ought to be some way to compare the cost of construction of one service against another, and I know you will agree with that.

Admiral ENGER. It would be helpful to me if I could do it.

Senator SYMINGTON. Thank you, Admiral.

Admiral ENGER. We do account for our funds. Unfortunately they are in different categories.

For example, if my headquarters were financed in the same fashion as the Air Force and the Army headquarters is, I could immediately reduce my SIOH rate to 5 percent or less. It is a difference of funding and accounting. There are different things in my accounts than there are for the Air Force or Army accounts. I believe personally, when we are able to make our accounts comparable, we will find out that our construction performance was quite comparable. It would help us in our operations if we found someone was indeed able to perform a function more effectively and economically than we can.

Senator SYMINGTON. You have already told us the amount of work that you do for the Air Force. What would be the effect on your organization if the 10 to 20 percent were taken away from you?

Admiral ENGER. It would be minimal.

Senator SYMINGTON. Thank you.

Mr. Chairman, Senator Young, I have some detailed questions here. I am wondering if you or Senator Young would like to ask any questions at this time?

Senator ELLENDER. I am anxious to find out the extent to which you are working with cities in which you have facilities in your fight on pollution, water, and air.

Admiral ENGER. We always, sir, make an attempt to work with the community wherever we can and in many cases we are joining with the community in our pollution abatement projects.

Senator ELLENDER. Can you give us an example of cities in which you are located and the method of cooperation between the Navy and the city in the construction of sewer facilities, any kind of facilities to abate pollution, both air and water?

Admiral ENGER. Yes, sir; we have a number of areas in which we are working with the local government. For example, the Naval Station at Long Beach, Calif. The sewage at the Naval Station presently discharges into the city of Los Angeles sewage treatment systems.

We have the Naval Communications Station here at Washington, Cheltenham, and we are negotiating——

Senator ELLENDER. At Long Beach, what is your contribution to the full cost?

How do you come to the conclusion as to what percentage you should pay in contrast to Long Beach?

Admiral ENGER. Sir, we try to determine the increased load or our proportionate share of the load upon the municipal systems and pay our proportionate share, not only of the facilities but of the follow-on operation of that facility.

Senator ELLENDER. Is that a demand by the local authorities?

Admiral ENGER. Normally the local authorities certainly would demand that, and we think as a matter of equity we should pay that amount.

Senator ELLENDER. In a lot of areas where the Marine Corps, the Navy, or the Air Force are located, the local people are glad to have the Armed Forces there and pay for all of these facilities.

Why don't they do it in Long Beach? Why is it the Government has to contribute?

Admiral ENGER. I can't speak for the community, but in all cases in my experience they are happy to have us there but they don't feel that the taxpayers should have to support the load that we impose upon them and they expect us to contribute our fair share.

Senator ELLENDER. You contribute to the economy of that area and the economy of the city.

Admiral ENGER. Yes, sir.

Senator ELLENDER. By having you people stationed there.

Admiral ENGER. Yes, sir; and, of course, the people who are not living aboard the station contribute by paying rent or taxes when they live off of the station.

These are the problems that are created on board the stations that we are talking about.

Senator ELLENDER. Can you give us any concrete examples of any city you choose as to the total cost of abating pollution, either air or water, and what proportion you pay in contrast to the city dwellers?

Admiral ENGER. Yes, sir; I would like to answer this in detail. I would like to call upon the officer who has been handling this work, Commander Parisius.

Commander PARISIUS. Mr. Chairman, we have several examples of cooperation with the communities. In fact, for sewage treatment this

is the direction we try to go because larger sewage treatment facilities can be built, and operated more economically to our benefit, as well as the community's.

Right now we are in final negotiations at the Naval Training Center, Great Lakes, Ill., for participation in what will be a $70 million effort by the people in the North Shore Sanitary District portion of Lake County, Ill., for improvements to their sewage treatment facilities.

Rather than improve our facilities, we are participating with them.

Senator ELLENDER. Do you have facilities there to take care of your own sewage?

Commander PARISIUS. Yes; we do.

Senator ELLENDER. What are you going to do with it?

Commander PARISIUS. Those facilities were built in approximately 1943 and they will not meet the new water quality standards in the area. Rather than rework those facilities, we plan to shut them down and discharge our waste into the new community system——

Senator ELLENDER. What is the population of the area that is affected here outside of Navy complement, of people?

Commander PARISIUS. I don't recall the exact numbers. We will have to provide that for the record.

Senator ELLENDER. What yardstick do you use? Usually they get the Government to pay most of it and I would like to find out specifically the number of people in the area that use these facilities in contrast to the Navy?

Commander PARISIUS. The yardstick is based on the increased cost for the community system to accept our sewage. In other words, if they proceed by themselves they would have certain costs, and then to accept our sewage they would have to increase their interceptor sewers and increase the size of their treatment plant, and the negotiations are based on these factors.

(The information follows:)

The North Shore Sanitary District will construct a sewage treatment plant at Gurnee, Ill., to handle the wastes from about 40,000 military and dependents of the naval complex at Great Lakes and about 40,000 residents of the sanitary district area.

Senator ELLENDER. Usually a city will plan for a population increase and basing their figures on that increase they usually spend more funds preparing for the increase.

Do you participate in that phase of the cost?

Commander PARISIUS. We negotiate for what we feel would be the projected increase in our sewage flow. What additional facilities they want to provide for future increases in the community is a matter of their business.

Senator ELLENDER. Usually it gets done, when the plant is first constructed?

Commander PARISIUS. That is right.

Senator ELLENDER. Do you pay any of that cost?

Commander PARISIUS. No, sir; we just pay for our share of the facilities.

Senator ELLENDER. Admiral, could you furnish for the record how many people are employed in the Navy to take care of military construction?

Admiral ENGER. Yes, sir; I would be glad to.

Senator ELLENDER. I think it would be interesting for us to find out how many people are involved in the military construction phase in the Navy.

Admiral ENGER. I will be pleased to provide that for the record.

Senator ELLENDER. Will you do the same thing for the Marine Corps?

General CHIP. Yes, sir.

Senator ELLENDER. And give us the list of officers.

Admiral ENGER. Yes, sir. If I may comment, Senator, many of our officers, including myself, work on other things besides military construction. We will indicate in the tabulations, the total people involved.

All of my field division commanders spend only one-half of their time on the construction program.

Senator ELLENDER. Well, as chairman of the Appropriations Committee it is my hope sometime soon to make a study of the manpower of the Navy, the Air Force, how is it used, outside of the men who are on the firing line, the men who are engaged in combat. I think we ought to do that sometime soon.

Admiral ENGER. Yes, sir.

Senator ELLENDER. Because I found, in examining many of the witnesses who appeared before us that a lot of those jobs that were occupied by admirals or generals or somebody else, somebody else could do it. In other words, it strikes me that the work that is now done by the Navy could be done by civilians, and that is what I would like to look at.

Admiral ENGER. We will be very pleased to provide that for the record, Senator.

(The information follows:)

Military Construction Program formulation involves an evaluation of the facility requirements of each of the Navy's Major Claimants. These claimants are the following:

Commander in Chief, U.S. Atlantic Fleet.
Commander in Chief, U.S. Pacific Fleet.
Commander in Chief, U.S. Naval Forces, Europe.
Chief of Naval Material.
Chief of Naval Research.
Chief of Naval Air Training.
Chief of Naval Personnel.
Chief, Bureau of Medicine and Surgery.
Oceanographer of the Navy.
Commander, Naval Intelligence Command.
Commander, Naval Security Group Command.
Commander, Naval Communications Command.
Commander, Naval Weather Service Command.
Commander, Naval Reserve Training.
U.S. Marine Corps.

Each of these Navy organizational elements maintains a small headquarters level staff, in most cases on a collateral duty basis for evaluation and formulation of their facility program requirements. On the average, it is estimated that this effort would involve the following:

Number:	Rank/grade	Average time (percent)
2	Captain	2-30
1	Commander	40
1	GS-14	60

Additionally, the first four claimants listed above are supported by MILCON programming personnel of their next lower echelon of command. In total, this would involve the following:

Number	Rank/grade	Average time (percent)
15	Commanders	15–50
15	GS–13	15–60

Navy military construction formulation is the responsibility of the Director, Shore Installations Division of the Office of Chief of Naval Operations. The program is staffed by one branch within this Division and by associated planning and programming groups under the Commander, Naval Facilities Engineering Command. Following is a breakdown of personnel involved with representative percentages of time spent by each:

Number	Rank/grade	Average time (percent)
1	Rear Admiral	30
3	Captain	1–100, 2–30.
7	Commander	4–100, 1–80, 2–5.
4	Lieutenant Commander	2–100, 2–60.
5	GS–15	3–100, 2–5.
7	GS–14	5–100, 1–60, 1–5.
24	GS–13	14–100, 3–60, 7–15.
3	GS–12	100.
3	GS–11	100.
11	GS–7 and below	10–100, 1–10.

The annual program is reviewed by a military construction Review Board comprised of fourteen Captains. An average of six working days per year is required for this review.

Projects are validated by six Engineering Field Divisions of the Naval Facilities Engineering Command. Following is an estimate of the personnel and time percentage involved:

Number	Rank/grade	Average time (percent)
6	Commanders	25
139	GS–9/15	50

Effort expended in the presentation of the program to Congress and in the execution of the military construction program as authorized and appropriated by the Congress is tabulated as follows:

CONSTRUCTION MANPOWER LEVELS FOR FISCAL YEARS SHOWN (EXCLUDES SOUTHEAST ASIA)

	Fiscal year 1968			Fiscal year 1969			Fiscal year 1970			Fiscal year 1971		
	Military	Civilian	Total	Military	Civilian	Total	Military	Civilian	Total	Military	Civilian	Total
Headquarters	9	159	168	9	159	168	9	143	152	9	135	144
Field	59	1,953	2,012	63	2,109	2,172	52	1,727	1,779	45	1,516	1,561
Total	68	2,112	2,180	72	2,268	2,340	61	1,870	1,931	54	1,651	1,705

Note: Headquarters total military effort fiscal year 1971, 9 man years; total civilian effort fiscal year 1971, 135 man years

Naval facilities engineering command; 1, RADM (Partial); 2, CAPT (Partial); 6, CDR; 1, LCDR; 1, GS–16; 10, GS–15; 18, GS–14; 106, GS–13 & Below.

Field—Total military effort FY 71, 45 Man Years; total civilian effort, FY 71, 1516 Man Years.

a. Engineering Field Divisions (Typical); 1, RADM or CAPT (Partial); 1, CAPT (Partial); 1, CDR; 1, LCDR; 4, GS–15; 9, GS–14; 75, GS–13 & Below.

b. Officer in Charge of Construction (Typical)*; 1, CAPT.; CDR; 1, LCDR; 1, GS–14; 40, GS–13 & Below.

c. Resident Officer in Charge of Construction (Typical)*; 1 CDR or LCDR; 1, LCDR or LT; 5, LT/LTJG's; 2, GS–14; 65, GS–13 & Below.

* Organization varies in accordance with construction workload.

The Military Construction Program is the responsibility of the Assistant Quartermaster General (Facilities and Services) of the Marine Corps. The program is staffed by one branch of his Division. Following is a breakdown of personnel involved in this program with percentage of time spent on this endeavor.

Number	Rank/grade	Average time
1	Brigadier General	10 percent.
1	Lieutenant colonel, branch head	25 percent.
1	GS–14, assistant	Do.
2	Majors	1—90 percent; 1—30 percent.
2	GS–12	100 percent each.
1	GS–9	75 percent.

The annual program is reviewed by a Military Construction Steering Committee comprised of six General Officers and one GS–18. An average of ten hours per year is spent on this review.

Projects are originated by the activities. Following is an estimate of the personnel involved in Military Construction at field level:

Number	Rank/grade	Average time
22	Commander/Lieutenant Commander, USN	20 percent.
24	Lieutenant colonels	Do.
48	GS–11 to GS–13	40 percent.

All of the engineering aspects in the development and in the execution of the Marine Corps Military Construction Program is done most efficiently and effectively by the Naval Facilities Engineering Command.

Senator SYMINGTON. Senator Young.

Senator YOUNG. Following Senator Ellender's questions on the sharing of the cost of sewer systems in Long Beach, who makes the final determination as to what part the Navy plays and what part Long Beach plays? Who makes that final decision for the Navy?

Admiral ENGER. The final decision is made here in Washington, sir, based on studies by our field division.

In the case of Long Beach, our field division in San Bruno, Calif., would participate in the negotiations.

Again, I think Lieutenant Commander Parisius can answer in much greater detail.

Senator YOUNG. Who makes the final decision, if there is a disagreement, for example?

Commander PARISIUS. If there is a disagreement——

Senator YOUNG. Disagreement or no disagreement, who makes the final determination how the Government—how much the Government pays?

Commander PARISIUS. Initial negotiations are normally handled by our engineering field divisions, by utility experts there, people who

have special expertise in negotiating utility matters. The recommendations of the engineering field divisions are forwarded to NAVFAC for approval.

Senator YOUNG. One more question: Do you have any projects that have to be cleared by the Environmental Protectional Agency before you can proceed?

Admiral ENGER. Yes, sir; all of our projects are coordinated and approved by the Environmental Protection Agency before they are put in the program.

As a matter of fact, they have helped us in determining which projects go in which year's program.

Senator YOUNG. About how long does it take to get approval from the Environmental Protection Agency?

Commander PARISIUS. Sir, we are required to identify our deficiencies and report these, and this has been done annually for the last several years.

They review these deficiencies and make recommendations to the Office of Management and Budget, which then helps to determine which projects go in which year's programs.

The public law, the 1969 Military Construction Act, has a continuing provision that all of our water pollution abatement projects have to be reviewed again by the Environmental Protection Agency. Prior to starting construction the Agency has to advise the Secretary of Defense regarding the projects meeting local and other applicable standards, so that the Department of Defense may make the decision to proceed with the work.

There are both of those review processes built in prior to our proceeding with the projects.

The review time varies. I don't have any specific figures on it, but we have not been delayed with any of our projects by these reviews. The review is handled both on the regional basis and here at the Washington level.

Senator YOUNG. In the case of Great Lakes, if you had to go to a new system, how much money does this new system cost you to replace the old one?

Commander PARISIUS. The authorization we received from Congress last year was $12 million, approximately. This includes an on-base portion, to pick up our wastes and transport them to the community system, of about $2.7 million. The balance of the work would be our off-base proportion.

I think our proportion of the sewage to the treatment plant which will be built is approximately 30 percent, as I recall.

When we get into the first interceptor sewer, for instance, we will have 50 percent of the flow in that sewer.

Senator ELLENDER. How about pollution caused in ports by ships at the dock? Are you supervised by the EPA?

Admiral ENGER. Yes, sir.

Senator ELLENDER. And to what extent do they order the Navy to clean this up, if any pollution exists?

Admiral ENGER. As a result of the Water Quality Improvement Act of 1970, the ship sewage discharge standards are now being established

by the Environmental Protection Agency for the United States. When these standards are established, compliance will be required within 5 years for existing ships and 2 years for new ships.

Senator ELLENDER. That hasn't been done by EPA that is, the standards?

Admiral ENGER. I don't believe it has been.

Commander PARISIUS. That is correct; it has not been done.

Senator ELLENDER. After they determine, the Navy will have 5 years in which to comply?

Admiral ENGER. For existing ships, and 2 years for new construction.

Senator ELLENDER. How about the port itself? Usually there is quite a bit of pollution there.

Admiral ENGER. All of the pollution that has been created by the Shore Establishment, as I indicated earlier, will be corrected, or underway after we have our current program approved.

We do have a considerable amount of problem with how we will handle the requirements placed upon the ships that are in port. Whether the ships themselves will handle it or whether they will require treatment ashore has not been entirely determined. But, I believe, in general, we are going to have to pick this load up when the ships are in port. This will require some of the new projects that I indicated we may have to come forward for in the future years. It will require some kind of collection system and then, of course, the additional treatment necessary for the load imposed by the ships.

Senator ELLENDER. Usually, where the Navy has ships docked there are other, privately owned ships. Has a formula been worked out whereby the Navy provides funds?

Admiral ENGER. Senator, in general, the overwhelming proportion of the problem we have will be at Navy yards in which we are totally responsible.

Senator ELLENDER. No other ships there except yours?

Admiral ENGER. Very, very seldom.

Senator ELLENDER. I hope that some cooperative effort will be made to get the local people to share the cost of cleaning up the harbors, and not let Uncle Sam carry the whole load. That is what I had in mind.

Admiral ENGER. I understand.

Senator ELLENDER. Thank you.

Senator SYMINGTON. Senator Tower.

Senator TOWER. Mr. Chairman, I have no questions. I would just like to be indulged for one brief comment, which is not necessarily relevant, which addresses itself to something Senator Ellender said relative to the use of personnel. The Navy presents a rather unique problem in trying to make that determination because, unlike the other two services the Navy carries a career echelon into battle. There are no noncombatants in the Navy.

I recall on our ship, by far the best 20-millimeter gunner was the cook. That was his battle station.

Senator SYMINGTON. I wondered why you were one of the best men around here to bite the bullet. [Laughter.]

Senator SYMINGTON. Admiral, I will proceed to ask you some questions we have drawn up here.

On page 21, we understand that Fleet Numerical Weather Central is presently situated at the Navy Post Graduate School at Monterey.

Why is the new building necessary and why wouldn't this activity be moved to some other location where personnel are being reduced or a base closed?

You have $2,609,000 here.

Admiral ENGER. Well, at this location, sir, the present building is too small for the existing equipment and personnel. The immediate requirement is to increase from 24,000 to 33,000 square feet with a long-range need of 61,000 square feet and neither the long-range or present need can be met at the postgraduate school.

Senator SYMINGTON. So you need $2.5 million to do that?

Admiral ENGER. Yes, sir.

NAVAL AIR FACILITY, SIGONELLA, ITALY

Senator SYMINGTON. On page 26, the Naval Air Facility at Sigonella in Italy.

Would you give us some idea of how much passenger traffic and freight originates here to justify this air terminal building?

Admiral ENGER. This is a new and growing requirement. At the present time the traffic is not great but it is anticipated that it will be increased to the point where we will require facilities for about 45 passengers per day at the peak base conditions and we will have to provide capacity to take care of 23 tons of cargo on the average peak day.

Senator SYMINGTON. It is pretty rough to finance and defend all of these countries, at the same time their economies are steadily improving and ours is getting steadily worse.

Do you feel you need this?

Admiral ENGER. Yes, sir; this is totally a Navy requirement at an existing inadequate base.

Senator ELLENDER. Who built the base originally?

Admiral ENGER. We did, sir.

Senator ELLENDER. Does that take care of part of the Sixth Fleet?

Admiral ENGER. It is part of the Sixth Fleet.

Senator SYMINGTON. Are you sure we built that base in the beginning?

Admiral ENGER. I believe it is a World War II base. I will confirm it for the record. It is totally occupied at the present time by the Navy.

(The information follows:)

SIGONELLA AIRFIELD CONSTRUCTION

The original airfield at this location was used by Germany and Italy during WW II prior to capture by the allies. The facility was upgraded through NATO Infrastructure Funding to NATO Airfield standards in 1959. Since this original NATO construction, the United States has funded unilaterally at Sigonella additional construction projects totalling approximately $9.4 million.

Senator SYMINGTON. How close to Naples is it?

Admiral ENGER. It is quite a long ways. This is in Sicily, which is well down——

Senator ELLENDER. South of the boot?

Admiral ENGER. NAF Sigonella is located approximately 235 miles south of Naples.

Senator ELLENDER. How much have you spent at Sigonella, Italy?

Admiral ENGER. I will give you that. I can give you a breakdown of the amount of the current planning and what we have spent in recent years. Recent expenditures have been insignificant, Senator.

(The information follows:)

There were no significant Military Construction expenditures at NAF Sigonella between 1963 and 1970. The FY 71 MILCON program included a new Bachelor Enlisted Quarters at a cost of $582,000. The proposed FY 72 MILCON program includes four personnel support projects at a cost of $1,371,000. Additional projects urgently needed at Sigonella to support the operating forces in the Mediterranean are currently under study.

Senator ELLENDER. How many such facilities have you in the Med there? You have the big one at Naples.

Admiral ENGER. That will be maintained. The principal reason for the facility at Sigonella is to get a cargo terminal and passenger terminal closer to the eastern Mediterranean, and the Naples facilities are currently indequate to handle the increased traffic.

Senator ELLENDER. What is the increased traffic caused by?

Mr. MURPHY. Mr. Chairman, there have been increased flows of airlift cargo and passengers. That is what this traffic in Sigonella is, cargo moving inland basically from its original point of arrival from the United States, which is Rota. MAC airlift deposits its freight at Rota and it is moved from there to Sigonella. Principally, the increase at that location relates to the fleet increasing its operations in that area of the Mediterranean.

Senator ELLENDER. Rota has quite a facility, also. I was there in October.

Mr. MURPHY. Yes, sir.

Senator ELLENDER. And we spent millions there.

Mr. MURPHY. Yes, sir. The principal airlift pipeline terminates at Rota and the cargo for Sigonella is principally a short-haul freight operation being picked up from Rota where it arrives.

Senator ELLENDER. Rota is quite a ways from Sicily.

Mr. MURPHY. Yes, sir, but the Navy operates a short-haul airline through the Med, a fleet support squadron, and transports the cargo and passengers throughout the Mediterranean from Rota.

Senator ELLENDER. By air?

Mr. MURPHY. Yes, sir.

Senator ELLENDER. Why not by ship freight?

Mr. MURPHY. There is also cargo moving by surface freight. This is priority aircargo.

Senator SYMINGTON. Admiral, as I understand it, we authorized around $10 million in fiscal year 1971, page 33, the Naval Academy, for the first increment. Would you give us the status of the first increment?

You may file it for the record.

Admiral ENGER. I will call on Commander Westcott, who can answer it specifically.

Commander WESTCOTT. The first increment is currently underway, the foundation work, and the building is underway to be completed sometime next spring.

Senator SYMINGTON. Will you obtain a workable segment of the project based on last year's authorization?

Commander WESTCOTT. No, sir; it will not be workable. Only the foundations will be completed.

Senator SYMINGTON. Thank you.

Senator ELLENDER. What was the original estimated cost of this?

Commander WESTCOTT. Military construction, $26.4 million.

Senator ELLENDER. $6.4 million?

Commander WESTCOTT. $26.4 million.

Senator ELLENDER. Has it increased and, if so, to what extent since it has been authorized?

Admiral ENGER. The original contract he is speaking of was awarded within the funds available, Senator. The $26.4 million estimate was based on our then anticipated increase in construction costs.

We have no reason at this time to believe that we won't be able to complete the total project within the estimate. I say that with some trepidation because we have difficulty with construction costs escalation.

Senator ELLENDER. That is why I asked the question. You have had large increases there from the original estimates.

In your estimates, what percentage do you use from year to year?

Admiral ENGER. We have recently been using about 10 percent as the cost escalation. This is against 3 percent that we used to use many years ago. This was obviously inadequate as we had to come back more frequently for increased authorization. We believe we are now requesting enough to take care of the construction cost escalation.

Senator YOUNG. You ought to be safe at 10 percent.

Admiral ENGER. In some areas it has exceeded that. It has gone to 12 and 15 percent for some facilities in some areas, but in general 10 percent is what it has been going up on the average.

Senator YOUNG. May I ask one more question, Mr. Chairman?

Senator SYMINGTON. Surely.

Senator YOUNG. Have the costs increased more in the foreign countries than here in the United States?

Admiral ENGER. No, sir; I think the costs in the United States have escalated more than in other places.

GREAT LAKES MEDICAL SCHOOL, ILL.

Senator SYMINGTON. The next item is page 34, the Naval Hospital Corps School at Great Lakes, Ill.

This project was originally authorized in fiscal year 1968 in the amount of $1,561,000. The Navy found out it could not build the structure for the amount authorized and reprogramed the money for other purposes. This was requested again in fiscal year 1971 in the amount of $2,992,000, but was denied.

Is this the only hospital corps school operated by the Navy?

Admiral ENGER. I will call on Dr. Murray, please.

Dr. MURRAY. Mr. Chairman, no sir; there are two hospital corps schools; the other is San Diego. They handle comparable loads, roughly. The student population in each at the moment is in the range of 900 to 1,000. They are both essential. Neither one can perform the function of the other because of limitation of space.

NAVAL SUBMARINE SCHOOL, NEW LONDON, CONN.

Senator SYMINGTON. Any questions on that?

Going to page 36, the Naval Submarine School at New London, Conn., where you asked for $666,000.

From your explanation we judge this training is now being performed at New London and that this building petition is one more of convenience than of necessity. You point out that the alteration of the existing building would be most costly and would provide none of the benefits of the proposed project.

Could you give us more information about that?

Admiral ENGER. Mr. Taylor.

Mr. TAYLOR. Mr. Chairman, the trainers that we have existing at the present time are older model trainers representing older model submarines. These trainers will be upgraded to meet our newer more modern submarines.

By consolidating them into one facility, sir, we do have some savings in that we only have to provide one air-conditioning system for one building instead of air conditioning at the various facilities.

Senator SYMINGTON. Well, I think you went into that pretty much in your original explanation. The question is: could you improve what you have as against building a new one? You do not think that is possible; is that correct?

Mr. TAYLOR. No, sir.

NAVAL TRAINING STATION, ORLANDO, FLA.

Senator SYMINGTON. Or it wouldn't be as satisfactory.

All right. We go to the ones where there is considerably more money involved—the Naval Training Center at Orlando, Fla., page 39. You asked for $8½ million.

This is an expensive training facility and, as we understand, it will permit the consolidation of similar type work now being performed at Bainbridge, Md., and Newport, R.I., Great Lakes, Ill., and San Diego, Calif.

What is the advantage in having a single facility of this type?

Admiral ENGER. I would like to call on Mr. Yergovich.

Mr. YERGOVICH. The intent of that school is to locate a school for technical training that will serve graduates of the Recruit Training Command also at Orlando, Fla. This eliminates the requirement for travel to go to technical specialized schools which follow the recruit training.

Senator SYMINGTON. I am sorry; would you repeat that.

Mr. YERGOVICH. The requirement is for a service school building that provides technical training in various specialties. It is being located at Orlando, Fla., to serve graduates from the Recruit Training Command, which is also located at Orlando, Fla.

Senator SYMINGTON. Well, if we do provide this, will you discontinue the training at the locations just mentioned?

Mr. YERGOVICH. There will be shift in the load, but these facilities are planned so that technical training facilities will be balanced out throughout the Navy.

Senator SYMINGTON. Is there recruit training at San Diego and Great Lakes?

Mr. YERGOVICH. Yes, sir; there is.

Senator SYMINGTON. You say there will be shift of some kind. Is there any discontinuance or are you adding another one? What do you mean by shift?

In other words, if we give you this consolidated unit can you get rid of the other units?

Mr. YERGOVICH. No, sir; not entirely.

Senator SYMINGTON. Why not, if the manpower requirements are going down?

Mr. YERGOVICH. To the extent that they go down, some facilities will be eliminated.

Senator SYMINGTON. I think you ought to say what you can do. Suppose you file for the record what you can cut down, because money is getting very tight. If you are going to consolidate all of these then you ought to be able to close up some of these other places.

This is a large amount of money you are asking. Would you please file more details.

Admiral ENGER. We will file a statement for the record.

(See consolidated statement below on electronics-communication training building.)

Senator ELLENDER. What kind of training do you get? As I recall, Orlando is an inland city.

Admiral ENGER. Mr. Yergovich, do you have the specific answer? How far inland is Orlando?

Senator SYMINGTON. It is pretty far from the water.

Senator ELLENDER. That is why I am asking. Why was such a facility constructed at Orlando?

Admiral ENGER. This was an existing base that we took over from another service.

Senator ELLENDER. Who had it previously?

Admiral ENGER. It was an Air Force base.

Senator ELLENDER. I thought you had to be on the water to give the sailors proper training.

Admiral ENGER. Not for recruit training.

Senator SYMINGTON. See if you can put on the record what you can save by consolidation, if you asked for this based on consolidation.

Admiral ENGER. Yes, sir.

(The information follows:)

The Electronics-Communications Training buildings programmed for Orlando, Florida will serve the purposes of consolidation of some training now conducted elsewhere in inadequate facilities, and provisions of new training capability in the electronics warfare area. These purposes are in addition to the concentration of technical training at Orlando as previously mentioned in order to take advantage of the ready accessibility of recruit graduates at that location.

The construction of technical training facilities is an element in the total program of establishing recruit training and service school facilities at Orlando in accord with plans previously submitted to the Congress and funded in large measure. The selection of Orlando, in competition with Bainbridge, for this training activity was based, in part, on a prediction of savings amounting to $0.6M annually for operations and maintenance, $13.0M one-time cost avoidance for military construction, and $2.5M annually in transportation of recruit graduates going to technical training. The barracks, mess hall and utilities required to

support the training load for which this building is needed were authorized and funded by the Congress in FY 71, in anticipation of funding for the training spaces in the following year. The particular training building requested in this program will house Radiomen training now conducted at Bainbridge, Maryland in inadequate facilities and the concentration of Personnelmen training now conducted at Bainbridge, Maryland and San Diego, California. These schools presently have a student population of about 1,200. These are important training areas. However, of even greater importance is the capability for Electronics Warfare training which this building at Orlando will provide.

Electronic Warfare training is an area in which rapid technological advances have been made and are continuing. We have fallen behind in our efforts to provide adequate training is this area. The Orlando construction is designed to give us the facility required to catch up. It will allow consolidation of certain inadequate training effort now at San Diego, Great Lakes, Treasure Island, Newport, and Norfolk. But more importantly, it will permit us to accomplish imperative electronic warfare training for which up-to-date facilities do not now exist.

This building at Orlando will encompass the following:

	Students
Electronic warfare technician	868
Radioman (communications)	968
Personnelman	440
Basic electricity/electronics	360
Total	2,636

MARE ISLAND, CALIF.

Senator SYMINGTON. Now we go to Mare Island, Calif. You want $4,676,000 for computerized electronic warfare weapons communications and so forth.

This project was first requested in fiscal 1970 in the amount of $3,840,000.

Give us a brief idea of what will be done here if approved and what the overall cost will be.

Admiral ENGER. This introduction to the fleet of new, highly sophisticated computerized systems imposes new requirements to provide maintenance training. The project is incremented in accordance with planning milestones, related to equipment, design, development, and procurement. The total cost eventually will be $10,360,000.

To answer any other specific questions I would like to call on Mr. Taylor.

Senator SYMINGTON. Let me ask Mr. Taylor: You say a delay in achieving such a training facility will have a significant detrimental impact on Fleet operational readiness. This is quite a statement in itself. Could you explain why that is true?

Mr. TAYLOR. Yes, sir. This equipment is being used by the Fleet in many cases today on board ships. In order to have technicians who can maintain this equipment, we need to train them ashore. Without this facility, sir, we are unable to give the high degree of training required. Therefore, we are having to conduct on-the-job training aboard the vessels themselves, thus reducing the efficiency of the equipment.

Senator ELLENDER. What educational background do these people have who operate this sophisticated electronic warefare equipment?

Mr. TAYLOR. Sir, after they have gone through boot camp they go onto specialized courses in the Services Schools Command that bring them up to whatever specialty they will be in. Upon completion of that they are given the training at Mare Island prior to assignment to the Fleet.

Senator ELLENDER. Are they enlisted men?

Mr. TAYLOR. Primarily; yes, sir.

Senator ELLENDER. To what extent do you think you would be able to save on manpower by the use of this electronic warefare equipment?

Mr. TAYLOR. I hesitate to give an answer to that. I would like to provide it for the record.

(The information follows:)

The primary purpose of the Automated Electronic Warfare systems is not one of saving manpower. These systems were conceived to extend the span of control an individual Commanding Officer or Force Commander may exert over his combatant forces. The ever-expanding inventory of sophisticated weapons a potential enemy could bring to bear on our Naval forces has required us to counter these threats with our own sophisticated devices. The burgeoning complexity that are inherent in our new generation of weapons and sensor systems have required us to "integrate" these systems so we have in reality only *one* weapon.

This integration of weapons electronically provides us an enhanced capability to respond in "real-time" by being able to monitor the entire tactical situation, encompassing command, communications, Anti-Air Warfare, Anti-Submarine Warfare, Surface Warfare and Electronic Warfare from one location. This has necessarily introduced a much more complex electronics maintenance problem. The Combat Data Systems Maintenance Training Facility at Mare Island is designed to train technicians to understand and maintain integrated systems of these complexities.

The goal of this training facility is to provide a systems complex with sufficient flexibility to conduct system, subsystem and component equipment training on current systems, and those being introduced into the forces afloat. When operational the objective of this complex training facility is to consolidate many systems into one housing structure in order that comprehensive maintenance training may be coordinated for multiple ship classes in the most economical manner.

In addressing the maintenance requirements of the integrated system by training "systems technicians" rather than "component technicians", we can hope for an eventual saving in manpower.

NAVAL AIR STATION, OCEANA, VA.

Senator SYMINGTON. We will go to page 46, the Naval Air Station at Oceana, Va.

This project was denied last year in the amount of $6,106,000. You are asking for $6,240,000 this year. Part of your justification is based on the fact that this station is scheduled to receive the F–14A aircraft.

There has been a delay in that aircraft, as you know. When will this aircraft be on board?

Admiral ENGER. Senator, the first F–14A aircraft to be assigned to the Navy Air Force in the Atlantic Fleet will arrive at Oceana during the period of July through December of 1973.

Senator SYMINGTON. July of 1973?

Admiral ENGER. Sometime between July and December of 1973, is the current estimate.

Senator SYMINGTON. Is that the latest estimate?

Admiral ENGER. That is the latest estimate I have been given.

Senator SYMINGTON. And that is with the old engine; is that correct?

Captain GRIFFITH. Sir, this hanger should not be really based on the F–14 because the F–14 will be replacing some of the other fighter aircraft we have here. The F–4, as an example.

We have 10 squadrons presently at NAS, Oceana, of which 14 of those are on board at all times. We have nine of those squadrons pres-

ently in two hangars, so not even considering the F–14 as a requirment for this particular hangar at Oceana——

Senator CANNON. Isn't a lot of this equipment tailored specifically to the F–14 requirement?

Captain GRIFFITH. No, sir; it is basically a hangar plus another shop area in the back to handle certain other types of equipment.

Senator CANNON. Are you saying that everything you have listed here would be required whether you get the F–14A or whether you don't?

Captain GRIFFITH. Yes, sir.

Senator CANNON. And the requirement wouldn't change at all?

Captain GRIFFITH. The requirement is still there whether we get the F–14 or not. Possibly the equipment within the shop would change for the F–14 aircraft. The requirement is there for the aircraft that we have now, which are the A–6 aircraft and the F–4 aircraft.

Senator YOUNG. Why this new requirement now? Do you have more planes there? I can't quite understand the new requirement, if it isn't for the F–14. What is the urgency now?

Captain GRIFFITH. The urgency is to take care of the present aircraft that are there.

Senator YOUNG. How did you take care of them in the past? What is the difference now than you have had in the last 5 years?

Captain GRIFFITH. The situation is still crowded the way it was the past 5 years. We have five squadrons in one hangar and nine squadrons in two other hangars and we want to spread the present squadrons out so they have adequate space to operate in.

Senator SYMINGTON. These are carrier-based planes?

Captain GRIFFITH. Yes, sir.

Senator SYMINGTON. And they really operate off the carriers, don't they?

Captain GRIFFITH. As I mentioned, we have 19 squadrons stationed there, of which some 14 of them are there at all times. The others are deployed aboard carriers.

Admiral ENGER. This deficiency has existed for some time, and we have been trying to get it, but this one will be specifically tailored to take care of the F–14 when it comes on board; so, it is needed and will be needed.

Senator YOUNG. The F–14A apparently is in trouble. I am sorry to see it, but apparently it is.

Captain GRIFFITH. Yes, sir. However, the requirement is still there even if the F–14 doesn't come on board.

Senator SYMINGTON. Any further questions on this item?

(No response.)

NAVAL AIR REWORK FACILITY, NORFOLK, VA.

Senator SYMINGTON. Then we will go to the Naval Air Rework Facility at Norfolk, Va., $6,226,000. This is on page 50.

No doubt new and modern tests cells are essential at this Rework Facility. Is this the only location on the east coast where this type of testing is done?

Admiral ENGER. Mr. Abbott.

Mr. ABBOTT. I am Mr. Abbott of the Naval Air Systems Command. We have a program of modernizing our rework facilities, which has

been going on and approved by Congress beginning with the fiscal year 1969 program.

To answer your question specifically: We do have a need for new test cells at Norfolk, Jacksonville, and renovation for improvements to existing cells at other locations. At these locations, the primary problem is that the cells which exist now are not designed for the combined airflow and thrust of the current-day engines.

The present test cells at Norfolk are operated to their maximum limits, actually beyond the maximum limits of their design. They are spewing out pollution all over the area. The particular project we have at Norfolk will not only provide a pair of test cells capable of testing the aircraft engines that we envision in the future; it will also eliminate the pollution problem with respect to both particulate emissions and noxious gases. We have been working with the Environmental Protection Agency; Dr. Teller, the adviser to Senator Muskie on pollution abatement; the FAA; the Air Force; and OSD.

Senator SYMINGTON. You have everybody in there but the FBI. You could work with them, too.

Mr. ABBOTT. They may have been involved, because they may have assisted the House in an investigation of the requirement for the project.

Senator SYMINGTON. I take it from what you have said you favor this; is that correct?

Mr. ABBOTT. Yes, sir; if I didn't, I would be against motherhood and for sin, sir.

Senator SYMINGTON. We won't put you in any position like that.

Any questions on this one?

(No response.)

NAVAL SHIPYARD, PEARL HARBOR, HAWAII

Senator SYMINGTON. We will go to the next one on page 53, the Naval Shipyard at Pearl Harbor. This request is for $1,384,000 for a forge and propeller shop, and this was denied last year. I suspect you consider this to be a high priority requirement or you would not be asking for it again; is that correct?

Admiral ENGER. That is correct.

Senator SYMINGTON. Any questions on that?

(No response.)

NAVAL SUBMARINE BASE, NEW LONDON, CONN.

Senator SYMINGTON. Page 54, back to New London: $2,325,000. This is a second increment of our submarine repair support facilities. What did the first increment consist of?

Mr. MURPHY. The first increment was approved in the fiscal year 1971 program and provided for the construction of new maintenance shops which were designed for the nuclear submarine home port load that will be at New London and will support the intermediate maintenance for those ships.

That project consisted of demolition of existing diesel submarine facilities and the construction of new machine shops, meter and instrument repair shops, as well as other specialized shops related to nuclear submarines.

Senator SYMINGTON. You speak of the fact that the time-consuming and and uneconomical alternative of sending submarines to shipyards for necessary intermediate level maintenance will be avoided. If these facilities are not provided, wouldn't most of this work be performed at the nearby Electric Boat.

Mr. MURPHY. The work intended to be performed in this shop is intermediate level maintenance which a submarine is anticipated to receive at its home port and would get relatively fast service on a repair requirement. The Electric Boat would certainly have a capability for this repair, but it would mean delay and interference with the ship time available to the fleet, and the additional expense of this type of work being handled by that type of industrial operation.

Senator SYMINGTON. Any questions?

Senator ELLENDER. Is your work confined to Washington, or do you work in New London?

Mr. MURPHY. I work in Washington; however, I visit New London regularly, having been there as late as 6 weeks ago.

Senator ELLENDER. I guess that is why you can answer the question, is because you have been to New London?

Mr. MURPHY. Yes, sir; Captain Griffith and I both visited New London, and while there I specifically looked into the matter of this intermediate level maintenance project.

NAVAL FACILITY, RAMEY AIR FORCE BASE, PUERTO RICO

Senator SYMINGTON. Let's go to Puerto Rico. Is this proposed facality located on the Ramey Air Force Base proper?

Admiral ENGER. Yes; it is located on the base.

Senator SYMINGTON. Well, as you know, we are reducing our operations in the Air Force. Isn't there some facility there that they could make available for this purpose, instead of having to build a new facility?

Admiral ENGER. We have worked with the Air Force on this question, sir. The possible use of the Air Force assets that may be available at Ramey, as a result of the recently announced reductions was considered and rejected as impractical due to the fact that the naval facilities are located separately approximately 2 miles from the main portion of the Ramey Air Force Base.

Senator SYMINGTON. Is it off the base or on it?

Admiral ENGER. I believe it is on the base about 2 miles from the regular facility.

Senator SYMINGTON. Have you tried to get the Air Force—do you have any written record that you could file for the record at this point as to your request to the Air Force and their reply in writing?

Admiral ENGER. Yes, sir.

(The information follows:)

There is no written record between Navy and USAF regarding the possible use of surplus facilities.

The functional use of the proposed Maintenance Building requires that it be located within the compound, adjacent to the Operational Buildings of the Naval Facility. The Maintenance Building will provide space for housing emergency power generators manned and maintained by station personnel; shops and spare parts storage for general maintenance of structures; utilities and highly special-

ized equipment peculiar to Naval Facility operations, and space for training station personnel responsible for maintenance functions.

Senator ELLENDER. I thought there was a facility closed in Puerto Rico. I saw that in the paper the other day.

Admiral ENGER. The Naval Facility being closed is at San Juan. That is quite far removed from Ramey.

NAVAL ORDNANCE LABORATORY WHITE OAK, MD.

Senator SYMINGTON. Going to page 64, back to Maryland you are asking for a vulnerability and hardening facility.

It is noted that a new mission has been assigned to this laboratory; namely: the lead Naval laboratory in nuclear warfare.

Is it true that each of the services performs similar functions?

Admiral ENGER. Mr. Swiggum.

Mr. SWIGGUM. The answer to that question, sir, is, "Yes." Each service, however, has its own peculiar type of weapons. Although technology and objectives may be similar, the method of and the state-of-the-art for hardening some weapons may vary widely between services.

Senator SYMINGTON. Are we talking about nuclear weapons?

Mr. SWIGGUM. No; I am talking about the hardening of weapons systems, communications systems, or broadly speaking, all electronic systems vulnerable to a nuclear threat of friendly or hostile origin. We are talking about bringing nuclear technology to bear on the vulnerability of these systems and the steps necessary to make them less soft to the nuclear environment.

Senator SYMINGTON. Do you know anything about the Harry Diamond Laboratory?

Mr. SWIGGUM. Yes, sir.

Senator SYMINGTON. That is being moved by the Army to White Oak, Md.; isn't it?

Mr. SWIGGUM. Yes, sir. In three increments as I understand it over the fiscal years 1971, 1972, and 1973. The facility for doing Army hardening research is programed for the FY 1973 increment.

Senator SYMINGTON. Can't you do the same work there that you are doing—why can't you do it all in one place?

Mr. SWIGGUM. We could do it all in one place. The Army's facility for doing this type of work, however, is programed for fiscal year 1973. The Army facilities are not engineered to accommodate the Navy's workload. Navy equipment is different and does not duplicate the DASA Aurora facility or equipment of the Army.

We could put it another way: the workload in the Harry Diamond Laboratory is in connection with Army systems which their facilities are tailored to satisfy. As for this project, it is a tool of the engineer or scientist. The Navy needs in our judgment, a facility to accommodate a similar workload but different in character to that of the Army.

As to the Harry Diamond Laboratory, DASA Aurora facility, the Navy will use this large test cell as required for testing complete systems under very high radiation levels (15 mv). As a research tool, this project provides a very small radiation facility of 2–0.6 mv at low cost. In this facility, the scientist can make 100 or more shots a day varying from $0.50 to $5 a shot on small components of various elec-

tronic systems in his quest of developing nuclear warfare hardening technology.

Senator SYMINGTON. With all due respect to the differences, a good laboratory can do all three if you had the workload.

What I would hope you are saying, that the workload is such you couldn't do it all at one place; is that correct?

Mr. SWIGGUM. Yes, sir.

Senator SYMINGTON. Hardening is hardening.

Senator ELLENDER. If you had it all done at one place wouldn't you save on administration?

Mr. SWIGGUM. No, sir.

Senator ELLENDER. You need the same?

Mr. SWIGGUM. You need the same number of productive people.

Senator YOUNG. Where is this located, in the District?

Mr. SWIGGUM. North of the city and the beltway on New Hampshire Avenue in White Oak, Md.

Senator SYMINGTON. Surely you don't want to leave the record saying that you wouldn't save anything from the standpoint of fixed overhead if you could consolidate, based on workload? You wouldn't need three presidents in one company and three commanders at one base?

Mr. SWIGGUM. This is a small fraction of the workload at the Naval Ordance Laboratory. I don't see it increasing the administrative overhead of the laboratory. Conversely the relocation of the function to another activity would not reduce the overhead of the laboratory.

(Supplemental information on workload follows:)

1. The Vurnerability and Hardening facility consists of four major sections apportioned as follows:

(*a*) *EMP Laboratory.*—30 percent.

Use for injection studies and various electromagnetic pulse investigations on electronic subsystems, missiles, etc.

(b) *Radioactive Laboratory.*—25 Percent.

Designed in accordance with AEC requirements to provide a controlled laboratory in which radioactive electronics components and parts can be safely handled and studied after reactor and underground test exposure. This Laboratory will include capability for machine shop operations and electrical measurements and will be the only one of its kind available to either the Army or Navy.

(*c*) *X-Ray Exposure Laboratory.*—20 Percent.

Provides safe and adequate work areas for three flash x-ray machines which are presently housed in crowded, extremely restricted, and marginally safe installations.

(*d*) *Electronics/Physics Labs, Offices, Classified Storage.*—25%

Provides very specialized laboratories for studies on materials and components. Includes classified storage and working areas for systems components, including crypto gear.

2. The flash x-ray portion of the facility does not duplicate any other flash x-ray facility, existing or planned in the eastern U.S., including the DASA Aurora Facility and Army's FX45 Facility.

3. The general program objectives to be supported by the facility are as follows:

a. Develop and provide standards criteria etc. This include recommended operational guidance covering that portion of nuclear vulnerability/survivability and hardening technology associated with the transient radiation effects on electronics (TREE) and the electromagnetic pulse effects (EMP).

b. Act as the principal implementation activity for Navy nuclear weapon effects testing.

c. Develop and/or participate in the development of Naval nuclear weapons

(exclusive of AEC responsibility) and new nuclear weapon system concepts.
d. Provide technical assistance in preparation of nuclear warfare doctrine.
e. Develop, provide and maintain a complete nuclear effects data base and library.
f. Provide consultation on nuclear effects to planners, designers etc.

Senator ELLENDER. How many people are occupied in this facility?

Mr. SWIGGUM. The magnitude of the effort for the Navy will be 20 to 25 people in this facility. This is a specialized facility.

Senator SYMINGTON. Well, the greatest profit in the world is profit from overabsorbed overhead. Wherever you can consolidate you are certainly going to save some money if you could do the job in one place.

NAVAL MEDICAL RESEARCH INSTITUTE, BETHESDA, MD.

Page 65, the Naval Medical Research Institute at Bethesda, Md.

In reading this, Admiral, according to your explanation this laboratory will support and complement test efforts now done at New London and Panama City.

Why is it necessary that this $13 million laboratory be located in such an already congested area as Washington?

Admiral ENGER. Captain Richter.

Captain RICHTER. I am Captain Richter, Commanding Officer of the Naval Medical Research Institute.

The proposed Environmental Health Effects Laboratory will provide tools for environmental simulation which supplement the present laboratories, experimental animal facilities, and research apparatus already present at the Naval Medical Research Institute. The Institute in turn is located in Bethesda to take advantage of the multidisciplined medical and scientific community in the immediate area.

Senator SYMINGTON. Couldn't you put it somewhere else? Pretty soon we are going to have the city from Washington to Richmond. We already have one from Washington to Baltimore.

Captain RICHTER. Well, I can only repeat that the present existence of a diverse scientific community here in the Washington area is one of the strongest assets of the Institute and would be of the new laboratory as well.

Senator SYMINGTON. Any question on this item, gentlemen? If not, we will go on.

Senator YOUNG. I would be very interested in finding out how much it costs the Defense Department to comply with the new environmental regulations. You run into it in almost every other item. It must be a sizable additional cost. I can't help feel sometimes we go to extremes.

Senator SYMINGTON. I think Senator Young's point is well taken. See if you can get an overall statement that you could put in the record at this point.

Admiral ENGER. I will try to, sir.

(The information follows:)

The major emphasis in the Defense Department Pollution Abatement Program was initiated with the FY 1968 Military Construction Program. The funds which have been programmed for Fiscal Years 1968 to 1972 are as follows:

	Millions
Air and water pollution control at installations	$356.0
Control of pollution from aircraft	16.6
Control of shipboard wastes	25.1

In addition to the above, a major program is underway to modernize our Government-owned ammunition production facilities. This plant modernization which is being accomplished through the use of procurement funds will incorporate features to assure compliance with pollution control standards. The specific costs applicable to pollution abatement, however, cannot be separately identified.

Based on current pollution control standards, the Defense Department can identify a requirement at our installations for air and water pollution control projects totaling $165 million over the FY 1973/FY 1977. In addition, we will require major funding for pollution control of vessels, aircraft, and jet engine test cells. Specific criteria for these areas have not as yet been definitely established, but based on our best current estimates funds in the following amounts will be required to correct pollution from these sources over the next five-year period:

	Millions
Vessels	$350
Aircraft	400
Jet engine test cells	250

In broader terms, each construction project is examined to assess the environmental impact as required by the National Environmental Policy Act (NEPA) of 1969, P.L. 91-190, which was enacted into law January 1, 1970. The purposes of this Act are to: (1) Declare a National policy of encouraging productive and enjoyable harmony between man and his environment; (2) promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health of man; (3) enrich the understanding of the ecological system and natural resources important to the Nation; and (4) establish the Council on Environmental Quality. Based on this Act, it is conceivable that future Military Construction projects would be developed to provide facilities that were not the most economical in terms of operational requirements only, but other features may be incorporated into the project to overcome or lessen the impact on the environment.

The increased costs that may be associated with features to lessen the impact on the environment of future projects are not identifiable at this time.

NAVAL WEAPONS CENTER, CHINA LAKE, CALIF.

Senator SYMINGTON. Now we go to page 67, the Naval Weapons Center at China Lake, Calif.

You asked for $2,846,000. We understand that this is the beginning of about a $6.7-million project. Is this a new mission for this Weapons Center or is the work now being performed here?

Mr. SWIGGUM. Mr. Chairman, this is not a new mission. This is a technical space deficiency at China Lake accumulated over the years by growth of the Center since its inception in the mid-1940's. It will provide general purpose research and development laboratory space to accommodate engineers and scientists and their technical assistants.

Senator ELLENDER. Research in what? The reason I ask that, I happen to be chairman of the Subcommittee on Defense and I heard for a couple of weeks the Navy, the Air Force, the Army, and Defense agencies presenting their case. I think it was almost $7.9 billion for research.

What do you research here?

Mr. SWIGGUM. These are the facilities for conducting the research programs you make reference to, sir. I believe, that you are referring to the Research and Development appropriation, which is an integral part of the Defense appropriations bill.

This facility will enable research engineers and scientists in the field of Naval airborne weapons systems to perform their technical tasks. The cost of performing these tasks, including labor, is funded from the Research and Development appropriation.

Senator ELLENDER. But it is all research?

Mr. SWIGGUM. The mission of that activity is research and development; yes, sir.

Senator ELLENDER. Do I understand that the pay for these 206 engineers would be provided from another appropriation?

Mr. SWIGGUM. That is correct.

Senator ELLENDER. Why is it separate?

Mr. SWIGGUM. That is a good question.

Senator ELLENDER. And that is where the manpower comes in.

I am glad I came here today, because I am not a member of the subcommittee, but I just came here and am observing.

Proceed.

NAVAL ARCTIC RESEARCH LABORATORY, BARROW, ALASKA

Senator SYMINGTON. Now we go to Alaska, Barrow; page 68.

My recollection is that we provided around $3 million for a new laboratory at this installation within recent years. How does this tie in with that project?

Actually, from your description this seems to be more of a community building of living quarters, mess halls, et cetera, rather than a laboratory.

Admiral ENGER. Commander Yoshihara.

Commander YOSHIHARA. This is an addition to what we have already built there.

Mr. Chairman, we have an activity at Barrow that is using facilities which were built for another purpose and it is our plan to upgrade the facility on an incremental basis. We have a program which was placed in the record last year identifying some $25 million of construction planned for the foreseeable future.

Now, the particular facility that we are talking about today consists of several parts. One part is to provide a messhall. Another part is to extend the laboratory facility, and the third part is to add additional berthing spaces for our laboratory people.

Senator SYMINGTON. How much do you expect to ask for this installation in future years in the way of more authorization?

Commander YOSHIHARA. Approximately, as identified recently, about $25 million.

Senator SYMINGTON. And what are you doing up there?

Commander YOSHIHARA. The Navy's scientific program is oriented toward understanding of the ocean environment, its ice surface, and its overlying atmosphere. Physical and biological oceanography, geophysics, and underwater acoustics are important elements of research conducted at Barrow.

Senator ELLENDER. Haven't we such a facility in Greenland?

Commander YOSHIHARA. Not that I know of.

Senator ELLENDER. I thought there were a lot of experiments being carried on there.

Commander YOSHIHARA. This is the only U.S. laboratory within the Arctic Circle.

Senator ELLENDER. And that is confined to what, you say?

Commander YOSHIHARA. Research related to the Arctic environment conducted by, not only the Navy, but other Federal agencies that have an interest in Arctic research.

Senator ELLENDER. How long has this been in operation?

Commander YOSHIHARA. This has been in operation since 1947.

Senator ELLENDER. Do you know how much money we have spent on that facility?

Commander YOSHIHARA. Yes, sir; we have spent the first increment, which took place in 1967: $3 million for the basic laboratory.

Senator ELLENDER. You mentioned the year 1947.

Commander YOSHIHARA. Yes, sir; the facilities were constructed in 1943 as a temporary camp in conjunction with the exploration of Navy Reserve oil in the north slope.

In 1969 an aircraft hangar and a transmitter facility were authorized and constructed for $1,985,000. In fiscal year 1971 an electric powerplant was authorized for $2,638,000.

Senator ELLENDER. How many people are employed there for the Navy? It is a Navy facility; isn't it?

Commander YOSHIHARA. Yes, sir; it is a contract-operated, Navy-owned research laboratory.

Senator ELLENDER. Who has the contract?

Commander YOSHIHARA. The University of Alaska.

Senator ELLENDER. How many people are employed there?

Commander YOSHIHARA. We have a total of 312 people that are either permanent or supported.

Senator ELLENDER. Those are Navy people, people that are enlisted or officers of the Navy?

Commander YOSHIHARA. They are almost entirely contract people.

Senator ELLENDER. You mean 312?

Commander YOSHIHARA. Yes, sir.

Senator ELLENDER. You have 229 personnel working there. Are those the contractors?

Commander YOSHIHARA. Yes, sir; contractor personnel who provide logistic support at the activity. In addition to Navy-sponsored research, other agencies of the Federal Government are also engaged in research at Barrow.

Senator ELLENDER. Such as what other agencies? The Interior?

Commander YOSHIHARA. I have a whole list of——

Senator ELLENDER. I presume the Navy is in charge?

Commander YOSHIHARA. Yes, sir.

Senator ELLENDER. And the work is done by other agencies on a reimbursable basis?

Commander YOSHIHARA. We provide the support facility to other agencies on a reimbursable basis.

Senator ELLENDER. Now, this 229 people that you mentioned. Are those the only people there? Are there additional people there?

Commander YOSHIHARA. Yes, sir; it reaches a peak during the summer months of something in excess of 400 people. There are many temporary people, primarily scientists on the staff of various universities who, in the course of their Arctic research, spend the summer months at Barrow engaged in their investigative work.

Senator ELLENDER. And they are paid by whom?

Commander YOSHIHARA. They are paid by whomever supports the research program, which is not entirely DOD or Navy; for example, the National Science Foundation is quite actively engaged in research there.

Senator ELLENDER. So that the expenses are not entirely borne by the Navy?

Commander YOSHIHARA. That is correct.

Senator SYMINGTON. It is true, isn't it, that quite a lot of the work is done by visiting scientists in the summer, as you say?

Commander YOSHIHARA. Yes, sir.

Senator ELLENDER. You spoke of a contract entered into between the Navy, I presume, and the University of Alaska.

Commander YOSHIHARA. Yes, sir.

Senator ELLENDER. What is the cost of that contract, do you know?

Commander YOSHIHARA. It is running in the neighborhood of about $1.5 million a year.

Senator ELLENDER. How many people are involved in the University of Alaska itself?

Commander YOSHIHARA. It varies considerably. Of course, on the workload of the operations up there—3 weeks ago they had about 85 people on board, but during the summer months it increases to as much as 110; 120, something on that order.

Senator ELLENDER. This $1.5 million per year, is that merely to pay the cost of operations on the part of the University of Alaska?

Commander YOSHIHARA. Yes, sir; however, I should mention, Senator, that that is not the entire cost of the operation up there.

Senator ELLENDER. That is what I was coming to. What additional costs are there?

Commander YOSHIHARA. There is also a facilities maintenance contractor there, who operates and maintains the physical plant.

Senator ELLENDER. What does that contract cost?

Commander YOSHIHARA. That costs, I believe, about $4.5 million.

Senator ELLENDER. What additional costs are there? Are there any other additional costs?

Commander YOSHIHARA. Not that I know of.

Senator ELLENDER. Now, that is a total of around $5.5 million.

If the Interior comes into the picture or any other part of the Government, the National Science Foundation, in order to accommodate them is it necessary to employ additional people or do you do the work with the same number of people that are furnished by the University of Alaska and furnished by the companies that operate the facility there?

Commander YOSHIHARA. The work force fluctuates, depending on the number of people that come into the area to conduct their research.

Now, the 80-some people under contract with the University of Alaska are not entirely in support of Navy research. There is, at any

one time various other agencies engaged in research up there who receive support on a reimbursable basis.

Senator ELLENDER. Is that an additional payment to the University of Alaska other than what you have just stated: $1.5 million?

Commander YOSHIHARA. Yes, sir.

Senator ELLENDER. What does all of that amount to? Could you give us a statement indicating the entire cost?

Commander YOSHIHARA. Including the expenditures of other agencies?

Senator ELLENDER. Yes; that which is spent on a reimbursable basis and what agencies of Government are involved in the study.

Commander YOSHIHARA. Yes; I would like to provide that for the record.

(The information follows:)

Estimated cost of operating NARL, Barrow, fiscal year 1971

	Thousands
Navy support—R.D.T. & E.N	$1,500
Air Force support—O. & M.N	4,400
Subtotal	5,900
Less: Reimbursements	360
Total	5,540

The following agencies have utilized the facilities of NARL: Departments of Defense; Commerce; Health, Education, and Welfare; Interior, and Transportation; National Science Foundation; State of Alaska.

NAVAL HOSPITAL, LONG BEACH, CALIF.

Senator SYMINGTON. Now we go to page 75, the Naval Hospital at Long Beach, Calif.

You want $15,092,000 for an addition to the Hospital.

This is an expensive addition to the Long Beach Hospital, even though it would provide an additional 220 beds, bringing your total to 570 beds.

You point out that the average bed occupancy at the present time is 351 patients with an additional 75 to 80 being housed in barracks some distance away, which brings your patient load up to the maximum of 431 beds.

What is the need for the additional 139 beds?

Admiral ENGER. Dr. Murray.

Captain MURRAY. In addition to these patients listed on that form, Mr. Chairman, we also have some 230 patients now hospitalized in the hospital ship *Repose*. The combined totals of the present population at Long Beach and the hospital ship *Repose*, exceeds 500 patients as of today.

The Hospital originally constructed was reduced in size during the review process and when it was opened it was not able to meet the full need for medical care in the Long Beach area.

As an example, the outpatient spaces were constructed for 2,000 visits a month. They are seeing about 17,000 as of now.

A considerable number of our people, particularly dependents, go to civilian hospitals, which is expensive for them and for the Government.

We feel that this 220-bed addition will meet a supportable requirement which is urgently needed.

Senator SYMINGTON. Based on what you say it doesn't meet your requirements. You say you have 230 extra ones. In other words, from what you say, we need even more than that.

Captain MURRAY. No, sir; we feel that we need the 220 beds at the moment. I believe we said we have 230 patients in the *Repose*, which is separate and about 10 miles away.

Senator SYMINGTON. Are these battle casualties or illnesses?

Captain MURRAY. Many of them are, sir; mostly orthopedic patients, all active duty.

Senator SYMINGTON. How about drugs?

Captain MURRAY. We have not gone into the drug problem specifically at this hospital, although we are presently working on a program for our addicts.

Senator SYMINGTON. Where do you handle these? These stories are getting to be quite disturbing about the number of people in the services going on drugs, not only on marihuana, but also on the mainline stuff.

Captain MURRAY. Yes, sir.

Senator SYMINGTON. What do you do with that?

Captain MURRAY. Well, up to fairly recently they have been handled, when they are detected, the psychiatric cases are treated by psychiatrists.

There is at present under study in the Navy, a project to develop a center for drug treatment on the west coast. It is in the preliminary stages. I can't provide you with details because I think it is still——

Senator SYMINGTON. If you find a man is on heroin, what do you do with him today in the Navy?

Captain MURRAY. As I understand it—I am not an expert in this field—but the addict is given the option of receiving treatment for the addiction. If he refuses it is my understanding he is processed through the administrative channels and returned to civilian life.

Senator SYMINGTON. In other words, he is honorably discharged; is that correct?

Captain MURRAY. I can't confirm that.

Admiral ENGER. We will provide that for the record.

Senator SYMINGTON. Please provide what you plan to do and where you are doing it and how you are doing it.

(The information follows:)

In the past drug addiction among Navy personnel has been relatively rare. In 1970 twenty-three (23) Navy personnel were admitted to Naval hospitals with a diagnosis of drug addiction. Patients hospitalized with a diagnosis of addiction were usually admitted to the internal medicine or phychiatry service. They were detoxified and offered psychiatric treatment. There have been no separate or distinct treatment programs for drug addicts. Each addict has been treated on an individual basis in terms of the unique requirements of his condition.

In most cases, these patients eventually appeared before a Medical Board and were recommended for discharge from the service. In these cases the types of discharge they received qualified them for subsequent treatment by the Veterans Administration, if further treatment was required. The exception was those individuals in which disciplinary action, usually for multiple charges, was pending. In these cases the type discharge was based upon the findings and recommendation of a court-martial or an administrative board.

In response to the President's recent message regarding the problem of drug abuse in the Armed Services, a tri-service program is currently being implemented to deal specifically with the problem of heroin use and addiction among military

personnel in and returning from Southeast Asia. The details of this program are now being worked out and it is anticipated the program will be operational shortly.

ATLANTIC TERMINAL, BAYONNE, N.J.

Now we go to page 80, the Atlantic Military Ocean Terminal at Bayonne, N.J.—$2,163,000.

You are asking, Admiral, that amount of money to move your activities from the Brooklyn Army Terminal to the Military Ocean Terminal at Bayonne, N.J.

If we recall correctly, we provided a considerable sum to the Army for this purpose last year. Is there any duplication involved here?

Admiral ENGER. There is no duplication. This is a Navy requirement that is not being taken care of by Army appropriations.

NAVAL AVIATION SUPPLY OFFICE, PHILADELPHIA, PA.

Senator SYMINGTON. All right, we go to page 81, the NASO Office in Philadelphia. This project was denied last year in the amount of $790,000. Just how important is it and why is it going up $75,000 since then?

Admiral ENGER. The increased cost is due to the escalation that we discussed earlier.

Senator SYMINGTON. Why do you need it?

Admiral ENGER. Mr. Murphy.

Mr. MURPHY. This is required to enable us to replace existing equipment and provide space for additional data processing equipment which is being installed to better automate and control the distribution of the greatly increased quantities of aviation parts that are handled by this activity.

NAVAL SHIPYARD, CHARLESTON, S.C.

Senator SYMINGTON. All right; we go to page 83—the Naval Shipyard, Charleston, S.C.

As we understand it, this structure will cost a total of around $8.6 million.

Isn't that more on the order of convenience, permitting you to consolidate these activities at this base, rather than a necessity?

Admiral ENGER. Captain Ginn.

Captain GINN. Mr. Chairman, the personnel that we are speaking of are the technical people of the Shipyard and they are currently housed in substandard inadequate space. We have to do something immediately about taking care of the fire hazards of this space since we are on report by the fire marshal. A portion of the space that was added onto one of the permanent buildings has lost its foundation, and we have had to vacate it. This requirement is not really a convenience at all; it is a necessity. We must leave inadequate space, put these people in proper spaces, and increase it to the square footage that they are allowed.

We are right now in about 68 percent of the square footage allowed for this number of people.

NAVAL STATION, PEARL HARBOR, HAWAII

Senator SYMINGTON. All right. We go to page 138—the Naval Station, Pearl Harbor.

Here you are asking for $2.3 million for an 80-man BOQ with mess. It seems excessively high to us. We note that it will provide for official and unofficial social functions inherent in the duties and responsibilities to the three commanders and their staffs. Isn't this a bit unusual? It seems to me you are combining an officer's club with a small BOQ.

What would be your comments on that?

I might say I notice you say that your transients include Congressmen, flag and general officers, and foreign military and civilian officials from Japan, Thailand, Korea, Indonesia, and Sweden.

I have been out there myself and it seems like you have a lot of room.

Admiral ENGER. This is a World War II structure.

Senator SYMINGTON. Well, under the circumstances, do you think you need it?

Admiral ENGER. Yes, sir; we do, because of the deteriorated and substandard conditions of the existing BOQ.

Senator SYMINGTON. You say it is termite ridden and it was built in 1943. But this is quite a little money.

Admiral ENGER. The high cost of this facility is because of the need for a special foundation.

Senator SYMINGTON. For what?

Admiral ENGER. Piling has to be used and there is also more than normal cut-and-fill earthwork for the retaining walls. The area factor is 1.3; that is, it costs 30 percent more than it would in the District of Columbia.

NAVAL HOME

Senator SYMINGTON. Page 144—the Naval Home. You are asking for $991,000 for the first increment for restoring the Navy Home. How much do you propose to ask for in the future?

Admiral ENGER. I believe, Mr. Chairman, these would be the last funds we intend to spend at the home in Philadelphia. However, there is currently a study to determine how we are going to be able to take care of the increased requirement that the Navy anticipates for a home of this nature.

Senator SYMINGTON. We have provided nonappropriated funds in the past.

Admiral ENGER. I believe this is the first time we have asked for appropriated funds since the Home was established.

Senator SYMINGTON. Why can't we continue to get it out of nonappropriated funds?

Admiral ENGER. Captain Malan, please.

Captain MALAN. Mr. Chairman, many years ago, the money was provided out of nonappropriated funds. However, that was back in about the mid-1930's. The law was changed in 1935 at which time all of the $14.8 million nonappropriated moneys that were accumulated in

the naval pension fund to support this Naval Home were transferred to the Treasury and the law revised so that the Home would be taken care of out of appropriated moneys.

It is one of the things that has been really neglected since the requirement was for the upkeep of the place out of appropriated funds, and it has been allowed to go down. What little has been done to the home has been done from O. & M. moneys for maintenance and repairs.

Senator SYMINGTON. How many people are there?

Captain MALAN. There are about 200. I can give you the exact figure.

Senator SYMINGTON. Around 200?

Captain MALAN. 256 at the present time.

Senator ELLENDER. What is the qualification to get into the Home?

Captain MALAN. The eligibility requirement to enter the home is that the person has been honorably discharged and has served during wartime. There are no requirements that he be a retired person under the present law.

Senator ELLENDER. Would he contribute to the expense of operating the home as they do here at the Soldiers' Home?

Captain MALAN. No, sir, only in performing whatever tasks he could. In other words, they work a few hours helping to take care of a certain part of the building, maybe the passageways or attending to the grounds.

Senator ELLENDER. Do these recipients get any pension of any kind?

Captain MALAN. Some of them are not entitled to a pension. The present law says he doesn't have to be a retired person. He may very well not have any entitlement to a pension.

Senator ELLENDER. If they receive a pension sufficient to sustain them, can they go to the Home?

Captain MALAN. There are some that receive pensions; yes, sir.

An additional requirement for entrance into the Home is that he is unable to support himself through manual labor. It is very specific in that regard and this determination is made by various physical examinations and so forth.

Senator SYMINGTON. If you have around 200 people there and you are in Philadelphia, and it is 150 years old, and you are asking for $2,300,000, couldn't you build a pretty good place for $2,300,000 to take care of a couple hundred people somewhere else that wouldn't be so expensive and so dilapidated?

Captain MALAN. That possibility is being studied at the present time.

Senator SYMINGTON. Maybe it is being studied, but you are asking for $2,300,000 to improve a 150-year-old building for a couple hundred people.

Captain MALAN. Yes, sir; but the prognosis is that in future years more people will become eligible for entrance into the Home than is presently the case.

Senator SYMINGTON. Admiral, suppose we have a study made on that basis.

Why don't you move it out of Philadelphia? Why don't you put it in the country? We certainly ought to be able to do a better job with this kind of money.

Captain MALAN. That is true. However, it is going to be several years, and today's project is just a minimal project to keep the place hanging together for the amount of time it would take to determine the best site, whether it is Philadelphia or elsewhere.

Senator SYMINGTON. If you are going to spend $2 million, you are not going to spend it overnight either on an old building.

Captain MALAN. Yes, sir.

Senator SYMINGTON. I found out from personal experience that sometimes it costs a lot more to refurbish an old house than it does to build a new one, and that is quite a little money for several hundred people and you might be able to do something to move it out of that area, which is the recommendation of the staff. That is the reason I am bringing it up.

How many beds do you have there all told? How many people could you take care of?

Captain MALAN. The maximum number of people that could be accommodated there now are about 350.

Senator ELLENDER. And you have only 264?

Captain MALAN. 256, sir. At the latest count which varies continually due to deaths and new admissions.

Senator ELLENDER. Who owns the land on which this building is constructed?

Captain MALAN. The Government.

Senator ELLENDER. Could you sell that land for enough to build somewhere else?

Captain MALAN. It has been discussed. The city of Philadelphia wants it if the Navy ever moves out of there. It is designated a historical site and would probably revert to the city without any compensation.

Senator SYMINGTON. Why?

Captain MALAN. I don't know that, sir.

Senator SYMINGTON. Neither do I. Where is it, in the middle of the city?

Captain MALAN. It is in sort of a semiresidential area that is rundown and more or less a slum area.

Senator SYMINGTON. Why do they want a landmark in a slum area?

Senator CANNON. To get the land free.

Captain MALAN. Their plans are that the Home be preserved, the building be preserved.

Senator SYMINGTON. Why?

Captain MALAN. I'm sorry, sir; I can't answer that.

Senator ELLENDER. To attract tourists?

Captain MALAN. I don't know.

Senator SYMINGTON. This doesn't ring right.

Admiral ENGER. We are talking this year a $991,000 authorization, and $2.4 million is an estimate of what it would cost to totally rehabilitate it. I believe this is what has led to a study of what you are talking about to consider whether we shouldn't build this Home someplace else.

Senator SYMINGTON. I don't want to belabor this. I see some of the smaller towns in my State with homes for retired people where they have grass and the countryside fairly close, and it costs much less money to do it that way than to stick it in the middle of a big city.

What you are asking for is a lot more money to keep some people who have served their country, and now they are going to live in the slums.

Captain MALAN. Actually the grounds are very nice and well kept.

Senator ELLENDER. What is the size of the ground; what is the area?

Captain MALAN. Twenty acres, excluding the 10-acre cemetery.

Senator ELLENDER. No wonder the city wants that. It would be worth about $20 million.

Captain MALAN. The estimate given to me, and it wasn't a detailed estimate, was that presently it might possibly be worth up to $40 million, but I'll confirm it for the record.

(The information follows:)

A recent check has been made of the land value with the Real Estate Branch of the Northern Division of the Naval Facilities Engineering Command located in Philadelphia. The quoted figure of $40 million for the 20.1 acres at the Naval Home was an error. The land is in a blighted area of Philadelphia which is presently zoned as residential. Under this zoning, the value of the land exclusive of improvements is approximately $875,000. This amounts to about $1 per square foot or $43,500 per acre. The 10 acres of cemetery land would most likely not be marketable.

Captain MALAN. I would like to point out, though, that the things that are being asked for in this particular project are things that would just make it livable for the occupants.

Right now in their rooms the electrical power system is such that they can't operate anything but one light bulb and the very small fan. In other words, 3 amps is the maximum they can get into the rooms with the electrical system.

Senator SYMINGTON. Somewhere there has been bad planning, from the way you describe it. It shouldn't have been in that condition; they shouldn't have to live that way.

If the land is worth anything like $40 million it would seem logical to sell it, and I know the people would be happier somewhere else.

Will you make a report on that?

Admiral ENGER. Yes; I will.

(The information follows:)

The two primary factors presently affecting future plans for the Naval Home are: (1) the gross substandard physical condition and limited capacity of existing facilities, and (2) the projected future increase in personnel eligible under present law for admittance to the Naval Home (if adequate facilities are available the projected peak personnel loading in the next 20 to 25 years is approximately 2,700 residents). Relative to the existing Naval Home in Philadelphia, it is planned to modernize the Home by means of military construction rehabilitation projects including the proposed $991,000 project and a possible second increment with an estimated cost of $1.2 million. The first increment is the minimum requirement to bring the existing facilities up to an acceptable level of livability and safety to protect the health and welfare of the residents.

This proposed project is required regardless of any decision to relocate the Naval Home sometime in the future since any future construction needed and actual relocation could not be realized for at least five years; however, the $1.2 million second increment would be required only if it is decided to retain the present Naval Home either as the sole activity of this kind or as an adjunct to a second Naval Home at another location. Because the present Naval Home maximum rated capacity is only about ⅛ that of the projected maximum requirement over the next 25 years, a task group of interested commands and bureaus is studying various courses of action and possible new site locations relative to the future of the Naval Home and its ability to meet the projected increased requirements. Although several possible sites for a new Naval Home have been identified, an in depth investigation must be completed before final site selection.

The group will consider not only such things as unused existing facilities and climate, but also the proximity of military hospitals and military bases which might provide public works support, recreational facilities, etc. thus reducing the overall cost of the supporting features of a Naval Home. An engineering study to determine the total facility requirements to support the projected requirements is also presently in progress. Although the study is not complete, preliminary information developed to this point indicates that a new, self-sufficient Naval Home with a capacity of 2,700 residents would involve a total construction cost of about $51.3 million not including the cost of land. Replacement in kind of the existing Naval Home facilities and structures in Philadelphia is estimated at $11.2 million. Also, real estate personnel in Philadelphia estimate the fair market value of the 20.5 acres of land at the present Naval Home to be about $875,000.

POLLUTION ABATEMENT PROGRAM

Senator SYMINGTON. Next is page 177, the Naval and Marine Corps activities at various locations in the United States.

You are asking $15,474,000 for air pollution abatement facilities and $12,883,000 for water pollution abatement facilities.

I assume all of these projects are being requested in compliance with Federal laws governing these matters?

Admiral ENGER. Yes, sir; they are.

Senator SYMINGTON. When do you anticipate these pollution control projects will be completed insofar as the Navy is concerned?

Commander PARISIUS. These particular items have varying estimated construction completion dates, which I don't have. They would progress as rapidly as any other normal construction project.

Admiral ENGER. I believe most of them would be accomplished probably within a year of the start, and we hope to have these all under way by the first of next year.

Senator SYMINGTON. Will you file these facts for the record?

Admiral ENGER. Yes, sir.

(The information follows:)

The following is a list of FY 72 Pollution Abatement Items and their estimated completion dates:

AIR POLLUTION ABATEMENT ITEMS

Installation	Facility description	Estimated completion date
NARL Barrow, Alaska	Incinerator	May 1973.
NTC San Diego, Calif	Smoke elimination facilities, fire fighters school	June 1972.
NAS Barbers Point, Hawaii	Incinerator	May 1973.
NCS Honolulu, Hawaii	do	Do.
MCAS Kaneohe, Hawaii	Sanitary landfill	May 1972.
NSY Pearl Harbor, Hawaii	Sawdust disposal improvement	June 1972.
PWC Pearl Harbor, Hawaii	Volatile wastes incinerator	February 1973.
NAD Crane, Ind	Refuse disposal	Do.
Do	Particulate abatement	May 1973.
NAD Hawthorne, Nev	do	April 1973.
MCB Camp Lejeune, N.C	Air pollution abatement (base wide)	November 1972.
Do	Air pollution abatement (Hadnot Point area)	January 1973.
NAD McAlester, Okla	Particulate Abatement	April 1973.
NAS Quonset Point, R.I	Refuse disposal	April 1974.
NAS Corpus Christi, Tex	Open pit dunnage incinerator	August 1972.
NWL Dahlgren, Va	Incinerator	March 1973.
Norfolk NSY, Portsmouth, Va	Refuse disposal	January 1974.
PWC Norfolk, Va	Boiler fuel conversion	December 1972.
Do	Boiler particulate control	October 1973.
NWS Yorktown, Va	Particulate abatement	May 1973.
Do	Boiler fuel conversion	November 1972.
Puget Sound NSY, Bremerton, Wash	Particulate abatement	June 1973.
NCS Guam, M.I	Incinerators	May 1973.
NSD Guam, M.I	Waste oil incinerator	February 1973.

WATER POLLUTION ABATEMENT ITEMS

Installation	Facility description	Estimated completion date
NCS Adak, Alaska	Sewage collection and treatment system	December 1972.
NARL Barrow, Alaska	Sewage treatment facility	June 1973.
MCB Camp Pendleton, Calif	Range effluent reclamation (Del Mar area)	December 1972.
NAS Lemoore, Calif	Sewage disposal facility and land acquisition	August 1973.
NS Long Beach, Calif	Sewer connection to Mole pier	September 1972.
NURDC San Diego, Calif	San Clemente Island sewage treatment facilities	December 1972.
NS San Francisco, Calif	Yerba Buena Island sanitary sewer system	Do.
NFD San Pedro, Calif	Industrial wastewater connection	January 1973.
NSGA Skaggs Island, Calif	Sewage treatment improvements	July 1973.
PMRF Barking Sands, Kauai, Hawaii	Sewage treatment plant	January 1973.
NSC Pearl Harbor, Hawaii	Fuel and water separator	July 1972.
NAD Crane, Ind	Wastewater disposal	January 1973.
NSC Washington, Cheltenham, Md	Sanitary sewer connection	October 1972.
NOS Indian Head, Md	Storm sanitary sewer separation system	April 1973.
NOL White Oak, Md	Sewage treatment facility improvements	October 1972.
NAD Earle, N.J	Sewage disposal facilities	April 1973.
NARF Cherry Point, N.C	Industrial waste treatment facilities	March 1973.
NSY Philadelphia, Pa	Boiler wastewater connection	September 1972.
PWC Newport, R.I	Storm-sanitary sewer separation system	April 1973.
NAS Quonset Point, R.I	Industrial waste treatment facility	September 1973.
NCS Norfolk, Driver, Va	Sewage collection and treatment	December 1972.
NSC Puget Sound, Bremerton, Wash	Fuel Branch Manchester waste oil treatment facility.	January 1973.
NAS Whidbey Island, Wash	Aircraft washwater control	Do.
NAS Roosevelt Roads	Camp Garcia, sewage treatment facility	September 1972.
NCS San Juan	Sabana Seca, sewage treatment facilities	Do.
Do	Isabela, sewage treatmet plant	July 1972.
PWC Guam	Sewage collection and treatment system	November 1973.
NSD Guam	Oil and wastewater separator facility	February 1973.

Senator ELLENDER. Are those projects in which we are cooperating with the local authorities?

Admiral ENGER. Some of them are and some of them are ones we have to take care of ourselves because there is no local group to tie in with.

If we make a connection with them; yes, sir, we do have to determine if they are complying. We have no power to make them comply.

Senator SYMINGTON. Now, on page 183, the air pollution abatement facilities, I notice you have several pollution projects for the territory of Guam.

Is Guam also governed by the Executive order with regard to pollution?

Commander PARISIUS. Yes, sir; it is, Mr. Chairman.

NAVAL STATION, NORFOLK, VA.

Senator SYMINGTON. Page 196, the Naval Station at Norfolk, Va. This project was requested some 2 years ago and was denied by the Congress since there seemed to be some basic disagreement. I think we have pretty well covered that.

Admiral ENGER. We covered it in my statement and we have provided your staff with more details.

CAMP PENDLETON, CALIF.

Senator SYMINGTON. On page 205, the Marine Corps Base at Camp Pendleton, Calif.

It is noted that this mission is currently being accomplished at the Marine Corps Air Station at Santa Ana with certain testing operations being done at Camp Pendleton and Quantico, Va.

Why cannot this work continue where it is?

General CHIP. Well, first we want to consolidate all Technical Data Systems work at Pendleton, Mr. Chairman, and, second, we plan to put a Marine Corps air control squadron in those facilities that are currently being used at Santa Ana. Not only is this work being done at Santa Ana and Camp Pendleton at the present time but certain parts of it are being done in Quantico, Va., and this is an effort to consolidate the work at one location.

Senator SYMINGTON. Admiral, I have here a letter written to Chairman Stennis by Senator Byrd of West Virginia who asks an amendment to include authorization for $260,000 to construct a badly-needed community building at the Naval Radio Station located at Sugar Grove, W. Va.

Do you know anything about that?

Admiral ENGER. No, sir; I don't.

Senator SYMINGTON. Has that been asked for?

Mr. NEASE. No, sir; he is asking for it now.

Senator SYMINGTON. We will include this as part of the record. Will you give it consideration and let us know how you feel about it?

Admiral ENGER. Yes, sir.

(The information follows:)

U.S. SENATE,
COMMITTEE ON RULES AND ADMINISTRATION,
Washington, D.C., June 4, 1971.

Hon. JOHN STENNIS,
Chairman, Senate Armed Services Committee,
U.S. Senate, Washington, D.C.

DEAR MR. CHAIRMAN: I wish to request an amendment in the Fiscal Year 1972 Military Construction Authorization Bill to include authorization for $260,000 to construct a badly needed Community Building at the Naval Radio Station located at Sugar Grove, West Virginia.

The Sugar Grove Radio Station is located in an isolated, mountainous area approximately 35 miles from Harrisonburg, Virginia, which is the nearest reasonably complete community. Harrisonburg is approximately a one-hour drive from Sugar Grove. Fort Seybert, with a population of 25 is 12 miles away; Sugar Grove with a population of 30 is 3 miles away; Brandywine with a population of 100 is 8 miles away; and Franklin, with a population of 800 is 20 miles away. The nearest high school is in Franklin and the nearest grade school is in Brandywine. At the present time the Navy Exchange and the Sick Bay are located in the personnel building; the dining room is used for theatre and church purposes; and there is no space in the existing building for indoor exercise facilities, hobby shop or a library. So, as you can see, there is an existing need for this additional facility.

Mr. Chairman, I should note that this receiving facility is located in an isolated area, in order that there will not be any interference in the quality of reception. However I do feel that the personnel located in this area should be provided with all the necessary facilities, and it is for that reason that I request this amendment.

I will appreciate the committee's consideration of this amendment, and I request that this letter, and a copy of the justification for this item be included in the record.

Sincerely yours,

ROBERT C. BYRD,
U.S. Senator.

The following information is provided relative to the project for a Community Building at the Naval Radio Station, Sugar Grove, West Virginia, currently in the Navy's Fiscal Year 1974 Program. There is a valid need for this project, but it was of a lower priority than those projects presently included in the Navy's FY 1972 and 1973 Program. If the Committee authorizes the project, the Navy will proceed with the design and construction of the facility as expeditiously as possible.

2. DATE	3. FISCAL YEAR	MILITARY CONSTRUCTION PROJECT DATA	5. DEPARTMENT	6. INSTALLATION
3 JAN 1971	1971		NAVY	NAVAL COMMUNICATION STATION WASHINGTON

7. AUTHORIZED AUTHORIZATION	8. PRIOR AUTHORIZATION	9. CATEGORY CODE NUMBER	10. PROGRAM ELEMENT NUMBER	11. STATE/COUNTRY
$ 219,000	P.L. -	740 56	3 31 13 N	CHELTENHAM, MARYLAND

12. REQUESTED APPROPRIATION	13. BUDGET ACCOUNT NUMBER	14. PROJECT NUMBER	15. PROJECT TITLE
$ 219,000	-	P-104	COMMUNITY BUILDING NAVAL RADIO STATION, SUGAR GROVE, WEST VIRGINIA

SECTION A - DESCRIPTION OF PROJECT

16. TYPE OF CONSTRUCTION

1. PERMANENT	X
2. TEMPORARY	

17. PHYSICAL CHARACTERISTICS OF PRIMARY FACILITY

a. NO. OF BLDGS 1 b. NO. OF STORIES 1 c. LENGTH 103' d. WIDTH 51'
e. DESIGN CAPACITY - f. GROSS AREA 5,244 SF
g. COOLING AIR COND CAP. 30 TN COST ($ 25,500)

18. TYPE OF WORK

1. NEW FACILITY	X
2. ADDITION	
3. ALTERATION	
4. CONVERSION	
5. RELOCATION	
6. ACTIVATION	
7. TYPE OF DESIGN	
8. ARCHITECT-ENGINEER	
9. SPECIAL DESIGN	
10. REMARKS	

19. DESCRIPTION OF WORK TO BE DONE

Permanent one story building:
Masonry bearing wall construction.
Steel joists, hung ceiling
Total area includes:
General purpose room for indoor exercise facilities, theater, chapel
EM club facilities
Navy exchange
Hobby shop, special services, library, post office and sick bay

Fallout shelter excluded - cost exceed 1% limitation.

SECTION B - COST ESTIMATES

20. PRIMARY FACILITY	U/M	QUANTITY	UNIT COST	COST ($000)
COMMUNITY BUILDING	SF	5,244	$ 43.50	$ 228
a.		( )		
b.		( )		
c.		( )		
d.		( )		
21. SUPPORTING FACILITIES				$ 30
a. ELECTRICAL DISTRIBUTION SYSTEM				
b. G/S DISTRIBUTION LINES				
c. SANITARY SEWER LINES				
d. WATER DISTRIBUTION LINES				
e. STORM SEWER LINE				
f. PARKING AREA				
g. SIDEWALKS				
h. SITE IMPROVEMENT				
i.				
j.				
22. TOTAL PROJECT COST				$ 258

SECTION C - BASIS OF REQUIREMENT

23. QUANTITATIVE DATA (UNITS/COSTS $000)

a. TOTAL REQUIREMENT	5,244	
b. AT ACTIVE INSTALLATIONS	(685)	
c. EXISTING ADEQUATE	0	
d. PROGRAMMED IN INVENTORY	0	
e. SUBTOTAL (b + c + d)	0	
	AUTHORIZED	FUNDED
f. REQUIRED PRIOR AUTHORIZATION	0	
g. REQUIRED IN THIS PROGRAM	5,244	5,244
h. SUBTOTAL (e + f + g)	0	0
i. RELATED PROJECTS		

24. REQUIREMENT FOR PROJECT

Naval Radio Station, Sugar Grove is located in an isolated, mountainous area approximately 35 miles (1 hour drive) from Harrisonburg, Virginia, the nearest reasonably complete community. Fort Seybert, population 25, is 12 miles away; Sugar Grove population 30, is 3 miles away; Brandywine, population 100, is 8 miles away; and Franklin, population 2500, is 20 miles away. The nearest grade school is in Brandywine, the nearest high school is in Franklin. The personnel building, designed primarily to provide barracks and BOQ spaces, now provides space for the Navy Exchange (510 SF) and Sick Bay (175 SF). The dining room is used for church and theater purposes until completion of this line item. No space is provided in the existing building for indoor exercise facilities, club facilities, hobby shop or library. Space in the personnel building occupied by the Navy Exchange and Sick Bay will be retained and used as barracks space.

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PREPARED QUESTIONS FROM SENATOR THURMOND

Senator SYMINGTON. A number of questions from Senator Thurmond will be placed in the record at this point.

Question. Admiral Enger, in your statement you mention 18 projects totaling $25.5 million for construction on Guam. Why is this expenditure necessary, and is it related to the Okinawa situation?

Answer. The majority of the projects on Guam are the result of a back-log of essential modernization, alteration and construction needed to meet current facility requirements for tasks and functions already assigned. The exceptions to this are an aircraft maintenance hangar at NAS, Agana and a barracks at the Naval Magazine. The hangar is required to support the increased number of anti-submarine warfare aircraft being assigned to Agana to counter the increased Soviet Naval activity in the area. The barracks at the Magazine is required to support the increased workload in ammunition maintenance and storage, most of which will be relocated from Okinawa and Japan.

Question. Admiral Enger, could you elaborate on the "Master Design" contract award for Bachelor Enlisted Quarters? How does this relate to the FY 1971 Program?

Answer. A contract was let to Welton Becket and Associates of Los Angeles and Houston to prepare the plans and specifications for the 558-man FY 1971 Bachelor Enlisted Quarters at Corpus Christi, Texas. This design will be developed as a multi-use design for site adaption on other Bachelor Enlisted Quarters projects in the FY 1971 and FY 1972 Military Construction Program in order to reduce design costs and assure economic construction. The design features an apartment-like module consisting of a complex of 3-man bedrooms and bathrooms clustered around a living room.

To keep within statutory cost limitations, it is necessary to deviate from traditional construction and utilize a standard construction similar to that of family housing. This deviation is expected to result in a 10 percent to 12 percent construction cost reduction which will offset inflationary cost rises and permit the increased space allowance and privacy of bathroom accommodations which have been authorized. In the FY 1971 Program, the "Master Design" contract is being applied to nine locations.

Question. How much Navy construction money had been authorized and appropriated in FY 1971 and prior for use at bases or stations which have been ordered shut down as a result of the 1969, 1970, and 1971 base closures?

Answer. In FY 1971, we had two projects at the Naval Ammunition Depot, Bangor, Washington, Indian Island Annex, a Sewage Treatment System in the amount of $70,000; and at the Naval Station, San Juan, P.R., a Sewage Collection System in the amount of $134,000.

In the FY 1970, we also had two projects: The first was at the Naval Supply Center, Seattle, Washington, a Sanitary Sewage System in the amount of $613,000. The second at the Naval Communications Station, San Juan, P.R., a Voice Communication Switch Facility in the amount of $87,000.

In the FY 1969, we had one project at the Naval Ammunition Depot, Bangor, Washington, a Sewage Treatment Facility in the amount of $63,000.

Question. If any money is available as a result of base closures, how is it returned to the general fund?

Answer. For military contruction appropriations, the funds are retained in the military appropriation fund account. This account has historically been underfunded by 30 to 60 million dollars.

Question. Admiral Enger, I am aware the Navy closed 5 Naval Air Reserve Stations and has reduced the size of its Fleet due to monetary restrictions. How many regular Navy bases or installations have been closed in the past 2 years?

Answer. Based upon the announcements of 11 March 1970 and 23 March 1971, the Naval Ordnance Station, Forest Park, Illinois; the Naval Ammunition Depot, Bangor, Washington; the Naval Supply Center, Puget Sound, Seattle Division, Seattle, Washington; the Naval Communication Station, Puget Sound, Whidbey Island, Washington; the Regional Finance Center, Brooklyn, New York; the

Naval Regional Finance Center, Philadelphia, Pennsylvania; the Naval Weather Research Facility, Norfolk, Virginia; the Atlantic Undersea Test and Evaluation Center (Headquarters), West Palm Beach, Florida; the Naval Station, San Juan, Puerto Rico, and the Fleet Missile Systems Analysis and Evaluation Group, Corona, California, have been or are scheduled for closure.

Question. In your statement you indicate the Navy has cut back on shipyard modernization to put money in personnel oriented facilities. What size increase do you foresee in the Navy's FY 1973 Military Construction account to help catch up in this area?

Answer. In FY 1972, our program is 13 million 707 thousand dollars. Our present estimate of a program for FY 1973 is approximately 24 million dollars, or an increase of approximatley 10 million dollars.

Question. Admiral Enger, how much of the Navy's FY 1972 construction request is related to facilities being constructed to replace the facilities lost as a result of the 5 reserve station closures?

Answer. The FY 1972 program includes $4,207,000 under the Naval Reserve section to replace at NAS Miramar and NAS Point Mugu, facilities lost as a result of the closure of NAS, Los Alamitos.

Question. Admiral Enger, what construction does the Navy plan in California for FY 1972 and beyond to meet the reserve needs resulting from the closure of Los Alamitos Naval Air Station?

Answer. In the FY 1972 program, the Navy is planning two projects for Naval Air Reserve Training Detachment, Miramar, for approximately 4 million dollars and one project at Naval Air Reserve Training Unit, Point Mugu, for approximately 300 thousand dollars. The Navy proposes to utilize available lump sums from prior year authorizations for two projects at Naval Air Reserve Training Unit, Point Mugu, in the approximate amount of 4 million dollars, one project at Marine Air Reserve Training Detachment, El Toro, for 300 thousand dollars, and one project at Marine Air Reserve Training Detachment, Santa Ana, for 30 thousand dollars. Beyond FY 1972, we plan one project at Naval Air Reserve Training Detachment, North Island, for 50 thousand dollars, one project at Naval Air Reserve Training Unit, Point Mugu, for 1 million dollars, and four projects at Naval Air Reserve Training Detachment, Miramar, for approximately 5 million dollars. I will insert in the record at this point the cost and description of these projects.

Fiscal year 1972:	
Naval air reserve training detachment—Miramar	
Aircraft parking apron	$1,537,000
Aircraft maintenance hangar	2,378,000
Naval Air Reserve Training Unit—Pt. Mugu	
Warehouse	292,000
Fiscal year 1971 and prior:	
The Navy proposes to utilize available lump sum authorization from FY 1971 and prior Reserve Appropriations Acts for the following projects in California:	
Naval air reserve training unit—Pt. Mugu:	
Maintenance headquarter/training building	$3,557,000
Aircraft parking apron	345,000
Marine air reserve training detachment—El Toro:	
Aircraft parking apron	320,000
Marine air reserve training detachment—Santa Ana:	
Line storage building	28,000
Beyond fiscal year 1972:	
Naval air reserve training detachment—North Island:	
Alteration hanger No. 340	50,000
Naval air reserve training unit—Pt. Mugu:	
*BOQ	952,000
Naval air reserve training detachment—Miramar:	
Training building	686,000
Warehouse [1]	211,000
Barracks [1]	2,706,000
BOQ addition [1]	1,135,000

[1] Under review to determine if facilities can be provided by the Active Forces.

Question. Admiral, how much of $3.2 million construction at Whidbey Island, Washington, in FY 1972 results from the movement there of the Navy and Marine Reserve units from Sand Point, Washington?

Answer. The $3.2 mil request for Whidbey Island in FY 72 is for facilities required by the Active Forces and is not related to the closure of NAS Seattle. No FY 72 MCNR funds are being requested for Whidbey Island. $3.2 million of previous unobligated MCNR construction funds have been reprogrammed for the construction at Whidbey Island resulting from the movement of units from Sand Point, Washington (NAS Seattle) to NARTU Whidbey.

Question. Do you feel the Navy should build new facilities while reserve enlisted attendance at Whidbey remains at a level of around 50% of allowance?

Answer. Yes. The present actual on board attendance of the enlisted allowance is 60% with the reserve force squadron at 78%. This compares favorably with the rest of the AIR Reserve force command.

Question. Admiral Enger, do you approve of the 300-housing unit request at Los Alamitos although the City of Los Alamitos opposes it?

Answer. Even though the 300 units requested in the FY 1972 can be sited elsewhere in the Long Beach area, I favor their location at Los Alamitos. It is the only location presently available that does not require construction at two or more sites. Such a split would be more costly than construction at one site. The main attraction for Los Alamitos is the availability of community support facilities on Navy property such as an exchange, a chapel, theater, swimming pool, dispensary and sport and recreation facilities. Even with the cessation of flight operations, the Navy plans to keep these facilities open to support the existing 200 units of military family housing located at Los Alamitos. It is because of these facilities that I believe the impact of the 300 units on the City of Los Alamitos will be no greater or even less than our family housing at other Naval Activities.

Question. When will the Navy start tearing down the hangars, control tower and ripping up the air strip at Los Alamitos?

Answer. The Navy has no immediate plans to dismantle the air operation facilities at Los Alamitos. Since 26 February 1971, the Chief of Naval Operations has placed a "freeze" on such action. This "freeze" is still in effect I would like to point out Senator, that the 300 units in the FY–72 family housing program can be built at Los Alamitos even though flight operations were to continue.

Question. What would you value these air facilities at Los Alamitos if the Navy has to replace them at some other site? Give the Los Alamitos value and the cost replacement in similar high density population area.

Answer. The plant account value of these facilities at Los Alamitos is $14,000,000. To replace them at today's prices would cost $41,000,000. This does not include the value of the land. The Navy does not have adequately protected approach zones to the existing runway systems at Los Alamitos for the operation of the high performance aircraft used by today's and tomorrow's reserves. At the southwest end of the runway, the take-off end, the densely populated Roosmoor subdivision is located across Los Alamitos Boulevard directly under the take-off pattern.

Outside the existing airfields, military or civilian, it is difficult to envision the acquisition of sufficient land to build an airfield in a high density population area. The land required would be 1500 acres which in a high density population area could cost between $30,000 to $50,000 an acre which would add another $45,000,000 to $75,000,000 to the replacement costs. Therefore, a replacement cost for establishing an air station with the capabilities of NAS Los Alamitos in a similar urban setting would cost approximately $100,000,000.

Question. General Chip, is the aircraft parking apron in the Marine Corps construction request for El Toro Air Station a result from the movement of Marine Reservists from Los Alamitos to El Toro?

Answer. No, the project in the program is to support aircraft of the active forces and is a requirement independent of the move of Reserve aircraft to

El Toro. A parking ramp extension to support the Reserve aircraft has been approved from Military Construction, Naval Reserve, funds.

Question. What other construction requests will be made by the Marines to support Reserve units moving out of Los Alamitos to Naval air stations in California and other Naval Air Reserve Stations closed by the Navy in the past two years?

Answer. Several small projects have been approved and funded from Military Construction, Naval Reserve, funds to support the move of Marine Reserve aircraft from Los Alamitos to the Marine Corps Air Stations at Santa Ana and El Toro. No further construction is contemplated to support this move. None of the other closures have involved locating Reserve aircraft at active Marine bases. In each of these cases, facilities for the Marine Air Reserve have been provided by the Navy at the new site.

Question. General Chip, after the Marines complete the bachelor housing improvement program, what do you see as having the next highest priority in the construction area?

Answer. Of course, the catch-up in bachelor housing is still several years away and is dependent upon funding levels. Upon reaching that point, I would foresee a more balanced program of satisfaction of our existing deficiencies in other critical facility areas such as operation and training; maintenance; morale, welfare and recreation; and utilities.

Question. What Marine construction will be required at Whidbey Island, Washington, to support the Marine Reserve unit moved there, or will any new facilities at that location be the responsibility of the Navy?

Answer. Any facility requirements for the Marine Air Reserve at that location will be the responsibility of the Navy.

Senator SYMINGTON. Admiral Enger we will now have the justification of the line items.

Admiral ENGER. Yes, sir.

The Department of Defense fiscal year 1972 military construction authorization bill would authorize to be appropriated funds in the total amount of $352,412,000 for the Navy and Marine Corps projects covered in title II of the bill at installations inside and outside the United States and at classified activities.

INSIDE THE UNITED STATES

The program includes the following projects at unclassified installations inside the United States for the total amount of $296,449,000.

FIRST NAVAL DISTRICT

NAVAL RADIO STATION, CUTLER, MAINE

This station provides ship-to-shore radio communications for units of the fleet operating along the Northern Atlantic coast. It also provides defense communications system services for all military activities in the area. We are requesting $161,000.

This station relies entirely on its own electrical generation plant for all station power. The generators are powered by diesel engines which are cooled by sea water. The pumphouse and foundations have been damaged by tidal action and must be replaced before the damage becomes more severe. Existing pumps and equipment will be reused in the new pumphouse.

NAVAL SECURITY GROUP ACTIVITY, WINTER HARBOR, MAINE

This activity is a part of the Navy's Antisubmarine High Frequency Direction Finder Network. We are requesting $94,000.

The present bachelor enlisted quarters are permanent structures, but only one-third are adequate. The remaining quarters will be modernized to provide adequate berthing spaces for all enlisted personnel assigned to the activtiy.

NAVAL STATION, NEWPORT, R.I.

This station supports the Atlantic Cruiser-Destroyer Force, U.S. Atlantic Fleet, in addition to approximately 28 other naval shore activities. Recreation facilities for enlisted men are limited and the station has no enlisted men's service club for personnel in pay grades E–4 and below. The nearest city capable of absorbing large numbers of personnel is Providence, R.I., 32 miles away. This project will provide local club facilities and alleviate the problems encountered by enlisted men on liberty away from the base. $1,660,000 is requested.

NAVAL UNDERWATER SYSTEMS CENTER, NEWPORT, R.I.

This activity conducts programs of warfare and systems analysis, research, development, test evaluation, and fleet support in underwater weapons systems and components. We are requesting $655,000.

The underwater weapons reliability laboratory provides for conversion of spaces in an existing laboratory to permit consolidation of five existing inadequate and overcrowded laboratory facilities. The investment should be returned from operating savings in 4½ years.

NAVAL AIR STATION, QUONSET POINT, R.I.

This station provides support for seven antisubmarine warfare squadrons and two aircraft carriers. In addition, it supports the naval air rework facility. $3,511,000 is requested.

Berthing space is required for 1,919 enlisted men assigned at this station. Fifteen existing enlisted quarters that are presently substandard will be upgraded and modernized to meet the current standards of the Navy.

THIRD NAVAL DISTRICT

NAVAL SUBMARINE BASE, NEW LONDON, CONN.

This base provides support for the Atlantic Fleet Submarine Force including crew training, intermediate level maintenance and general support of submarines. We are requsting $3,830,000.

The submarine repair support facility is the second of three increments and will provide a new electrical and electronic repair shop, in addition to the relocation of two small shops. Improved capability to upgrade electrical and electronic repair facilities is required to meet the new requirements associated with the complexity of supporting nuclear submarines at this base.

A Mark 48 torpedo storage facility and the associated land acquisition is required at the submarine base. Both projects have a classified requirement.

NAVAL SUBMARINE MEDICAL CENTER, NEW LONDON, CONN.

The Center conducts training, research and evaluation of submarine medical matters and provides hospitalization and clinical services to eligible personnel. We are requesting $668,000.

The bachelor enlisted quarters will provide berthing for hospital enlisted staff personnel in a nearby location to assure immediate availability for both routine and emergency duties. This project will partially alleviate the large berthing deficiency at the submarine base complex.

NAVAL SUBMARINE SCHOOL, NEW LONDON, CONN.

This school provides functional training for naval officers and enlisted personnel in team situations to build specialized competence and proficiency in operating and maintaining submarines.

The trainer building addition is needed to house six submarine training devices which are now in dispersed locations. Consolidation in the new addition will conserve manpower, equipment and operating costs. $666,000 is requested.

MILITARY SEALIFT COMMAND ATLANTIC, BAYONNE, N.J.

This activity provides effective and economical sea transportation in the Atlantic area for personnel and cargoes of the Department of Defense and other governmental agencies. The Headquarters of the Military Sealift Command is presently located at the Brooklyn Army Terminal, which is scheduled for closure.

A portion of an existing building will be converted into administrative and warehouse space and allow relocation of the headquarters to the Military Ocean Terminal at Bayonne, N.J.

An existing substandard barracks at the Military Ocean Terminal will be rehabilitated and modernized to provide living spaces for the enlisted personnel assigned to this activity.

NAVAL AMMUNITION DEPOT, EARLE, N.J.

This depot is the primary east coast activity for explosive cargo outloading and for Atlantic Fleet ammunition ships. We are requesting $383,000.

The requirement for this project is classified.

Fourth Naval District

NAVY AVIATION SUPPLY OFFICE, PHILADELPHIA, PA.

This activity manages the inventory of aeronautical items for the Navy. $855,000 is requested.

Existing facilities are extremely crowded and without space and power necessary for the complete installation and operation of new

and replacement computers which are being procured. Computer center alterations will provide the required space and power for new equipment and storage and improve existing computer utilization time by eliminating the necessity for remote magnetic tape storage.

NAVAL HOME, PHILADELPHIA, PA.

The home provides beneficiaries a place in which to spend their declining years. We are requesting $991,000.

The first increment of the Naval Home modernization will provide rehabilitation to correct the deteriorated interior appearance and replace outdated and unsafe utility systems.

NAVAL AIR DEVELOPMENT CENTER, WARMINSTER, PA.

The Center conducts research, design, development, test and evaluation of aeronautical systems and components and performs research and development in aviation medicine. $749,000 is requested.

Relocation of the horizontal linear accelerator from the naval base, Philadelphia to NADC, Warminster, is in conjunction with transfer of its operational element, the Aerospace Crew Equipment Department, and will permit an extension of the sled track which is not possible at the present location.

The proposed additional boiler will eliminate existing deficiencies in heat supply and the necessity of oversteaming previously damaged boilers.

NAVAL DISTRICT, WASHINGTON, D.C.

NAVAL RESEARCH LABORATORY, WASHINGTON, D.C.

The Laboratory conducts research and development in the physical sciences and related fields directed toward new and improved materials, equipment, techniques, and systems. We are requesting $5,048,000.

The radar laboratory project will provide the first increment of a modern laboratory of sufficient size to permit consolidation of radar division personnel and create an atmosphere conducive to the cohesiveness necessary for their combined research efforts.

NAVAL ACADEMY, ANNAPOLIS, MD.

The Academy educates and develops midshipmen to provide graduates who are dedicated to a career of naval service and have potential to assure high responsibility of command and citizenship; $8,400,000 is requested.

Implementation of academic revitalization requires increased laboratory and classroom space. The second phase of the engineering studies complex will provide an important sequential portion of a construction program aimed at achieving a unified academic complex.

NAVAL MEDICAL RESEARCH INSTITUTE, BETHESDA, MD.

This Institute conducts basic research and development concerning the health, safety and efficiency of Navy personnel.

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The first phase of the environmental health effects laboratory will provide for procurement of the necessary hyperbaric chambers to be housed in the follow-on second phase structure. This project will provide a facility to gain knowledge of the effects of underwater environment on the health, safety and performance of human operators. We are requesting $4,500,000.

NAVAL ORDNANCE STATION, INDIAN HEAD, MD.

This station conducts research and development in the field of propellants, chemicals and explosives. Experimental and pilot plant quantities of new chemicals for high energy propellant and explosive systems are produced here. Rework and modification to fleet returned guided missile propulsion units is also performed at this station; $1,307,000 is requested.

The bachelor enlisted quarters with mess addition and modernization will satisfy this station's critical need to provide adequate quarters for highly skilled explosive ordnance disposal (EOD) personnel training at the EOD School at Indian Head.

The potable water system improvement will provide a dependable source of silica-free water for steam and power generation.

The tool design and model shop will replace overcrowded and structurally unsound buildings being utilized in support of the explosive ordnance disposal function.

NAVAL AIR TEST CENTER, PATUXENT RIVER, MD.

This Center conducts testing and evaluation for aircraft weapons systems and their components. We are requesting $321,000.

The heating plant improvements are designed to handle a rising volume of steam usage and provide backup capability in the steam distribution system.

NAVAL SCIENTIFIC AND TECHNICAL INTELLIGENCE CENTER, SUITLAND, MD.

This activity analyzes available data and makes recommendations for scientific and technical changes in ships, aircraft, and weapons.

The project has a classified requirement; $2,392,000 is requested.

NAVAL ORDNANCE LABORATORY, WHITE OAK, MD.

This Laboratory conducts a program of warfare analysis, research, design, development, test, evaluation, systems, integration, and fleet engineering support in weapons systems, principally in the areas of surface and undersea warfare, and conducts investigations in related fields of science and technology. We are requesting $1,397,000.

The vulnerability and hardening facility will fill an urgent need for a structure within which the Naval Ordnance Laboratory may conduct radiation effects research, tests, and analysis on Navy electronics systems. The investment should be returned from operating savings in 4½ years.

Fifth Naval District

NAVAL AMPHIBIOUS BASE, LITTLE CREEK, VA.

This base serves the eastern area of the United States providing amphibious training for the U.S. Armed Forces, including the support of amphibious forces within the Navy. A narrow 400-foot-wide entrance channel primarily serves 27 naval vessels, plus transients and small craft. Passage through this channel is increasingly difficult to maintain, as use by pleasure and commercial vessels is rapidly expanding. Approximately 12 acres of dry land and 55 acres of submerged land on the western side of the entrance channel must be acquired by the Navy. This acquisition will limit further private encroachment of marinas or small boatyards at the entrance of the harbor, and provide for eventual widening of the channel by the Navy. Additionally, it will decrease potential safety and navigational hazards. Development of private marinas within the harbor will not be affected by this acquisition project; $85,000 is requested.

COMMANDER IN CHIEF, ATLANTIC FLEET HEADQUARTERS, NORFOLK, VA.

The commander in chief, Atlantic Fleet Headquarters, provides administrative facilities, services, and logistic support for approximately 18 major commands located in the compound area at Norfolk.

The Headquarter's Command has a requirement to provide quarters for 120 Waves assigned or attached to the various commands located in the compound area. The nearest available women's quarters are substandard and located at the Naval Station proper about 4 miles away. This project will provide bachelor enlisted quarters for 120 Waves at the Headquarter's Command. We are requesting $4,201,000.

The Headquarter's Command and the Armed Forces Staff College have a combined requirement to quarter and mess 322 officers. Existing facilities are two small bachelor officers' quarters, providing substandard accommodation for 134 officers. Neither building can be economically modernized and therefore requires replacement. This project will provide adequate quarters for 296 officers.

NAVAL AIR REWORK FACILITY, NORFOLK, VA.

This facility maintains and operates facilities to support overhaul, modifications, and repair of patrol, attack, and fighter aircraft of the Atlantic and Pacific Fleets. Similar work is also performed on missiles, engines, and related components. We are requesting $6,226,000.

The test cells currently used for J–57 engine tests were built during World War II and have been converted for jet engine use. Because of their age, physical dimensions, thrust and air capacities, they are no longer adequate for testing the new sophisticated engines currently in use by the Fleet.

The new jet engine test cells will provide the capability to adequately test high thrust afterburners, turbo-fan, jet engines. These cells will be provided with pollution abatement systems.

NAVAL COMMUNICATIONS STATION, NORFOLK, VA.

This station provides ship-to-shore radio communication for units of the fleet operating in the mid-Atlantic area. It also provides Defense Communications System services for all military activities in the area; $884,000 is requested.

The receiver site for the Naval Communications Station, Norfolk, is located at Northwest, Va., near the North Carolina border. There is a severe lack of bachelor housing at the receiver site causing enlisted personnel to commute as far as 30 miles. This project will relieve the critical shortage of berthing space.

NAVY PUBLIC WORKS CENTER, NORFOLK, VA.

This center provides public works, utilities, housing, transportation support, engineering services, and other public works type logistic support. We are requesting $1,365,000.

New and existing facilities have increased the activities power requirements and created the need for additional electrical distribution systems. In many areas, it has become necessary to deny activities requiring electrical power. Vital equipment is used on a part-time basis because available power cannot operate all equipment at once. This project will (a) correct the present deficiencies in power distribution capacity, (b) eliminate the current operating restrictions, and (c) provide power for the fiscal year 1972 turbo-fan engine test cells project at the Naval Air Rework Facility. The test cells project is directly dependent on this project and requires 32 percent of the power of this project.

NAVAL SHIPYARD, NORFOLK, VA.

This shipyard is the major east coast fleet support industrial activity with optimum capability for conversion, overhaul, repair, alteration, and outfitting of nuclear and conventional surface ships and submarines including supporting weapons systems. $1,880,000 is requested.

The pipe shop improvements will provide the requirement for adequately sized facilities and elimination of contaminants currently induced into the shop atmosphere through improper arrangement of work areas. The investment should be returned from operating and maintenance savings in 8 years.

NAVAL STATION, NORFOLK, VA.

This station provides logistic support for 25 or more naval commands, including the commander, cruiser-destroyer force and the commander, submarine force, U.S. Atlantic fleet. We are requesting $19,316,000.

The major Navy confinement facility for the east coast is located at Norfolk. The existing guard barracks are a mile away from the new brig. No other barracks are availablbe and a full-time Marine guard must be located close to the brig and main gate in case of an emergency. This project will provide such a facility for 108 men.

A new interstate highway that is scheduled to be completed in December 1972 will pass 1,000 feet east of the naval station, gate 4, and the city of Norfolk is committed to proceed with the necessary off-

station street work to relieve traffic congestion between the base and the interchange with the interstate highway. This condition plus the heavy traffic flow entering and departing the station necessitates a project to increase the flow of Navy traffic through gate 4 by widening and realineing two streets for four-lane traffic, and relocating the pass gate house so that buses and visitors will not create traffic problems.

Navy-owned land in the base complex has reached a saturation point and 509.5 acres of land owned by the Norfolk & Western Railroad is required for planned development. The land is surrounded by Navy property and major known future developments require the purchase. Failure to purchase the land at this opportune time will result in either future acquisition after industrial/commercial encroachment at a higher cost to protect the Navy investment of over $710 million, or recognition of the fact that logistic support of the fleet will forever be limited, with no major developments in future years to keep pace with the demands imposed by a more sophisticated weapon systems and strategic techniques.

NAVAL AIR STATION, OCEANA, VA.

All Navy east coast A–6 and F–4 aircraft are supported at this station, and the F–14 aircraft will be supported in the immediate future. The station also provides weapons/ordnance support for fleet aircraft. We are requesting $6,240,000.

Aircraft staged at this station require 870,000 square feet of hangar space for organizational maintenance. The aircraft maintenance hangar will provide additional space essential to support assigned aircraft.

NAVAL WEAPONS STATION, YORKTOWN, VA.

This station stores and issues all types of ordnance and supports overhaul, test and assembly of mines, torpedoes, and certain guided missiles and components. $2,067,000 is requested.

An existing deteriorated medical facility will be replaced by a modern dispensary dental clinic outside the explosive hazard area.

Two existing enlisted quarters and a mess facility located outside the explosive zone will be modernized so that personnel currently berthed and dining within the safety arc may be relocated from the hazard area.

Labor and operational savings derived from abandoning one mess-hall and modernizing another will yield a payback period of 7½ years.

Sixth Naval District

NAVAL AIR STATION, CECIL FIELD, FLA.

This station provides support for all east coast A–4 and A–7 attack squadrons. Four carrier air wings and 16 attack squadrons are supported. We are requesting $1,603,000.

The radar air traffic control center will house equipment presently located in two separate buildings in very crowded conditions. The new building is required to permit the expansion required for safe flight operation control.

Modernization of the two permanent bachelor enlisted quarters will complete the base bachelor enlisted quarters rehabilitation program.

NAVAL SECURITY GROUP ACTIVITY, HOMESTEAD, FLA.

This station is a part of the Navy's antisubmarine high frequency direction finder network. $439,000 is requested.

It uses a sensitive receiving antenna which must be semi-isolated to be effective. The land acquisition project will provide a clear zone around the antenna array to prevent construction of housing or industrial facilities near the antenna.

NAVAL AIR STATION, JACKSONVILLE, FLA.

This station provides support for aircraft squadrons engaged in all weather antisubmarine operations and support of the Naval Air Rework Facility. We are requesting $6,930,000.

A patrol aircraft support facility is required at this station. The requirement for this facility is classified.

The bachelor enlisted quarters project will replace substandard housing and provide an adequate modern facility for 672 men.

The bachelor officers quarters project will replace substandard housing and provide an adequate modern facility for 103 officers.

NAVAL TRAINING CENTER, ORLANDO, FLA.

This center provides basic indoctrination for recruit training and advanced and specialized training for Navy enlisted and officer personnel. We are requesting $8,525,000.

The electronics-communications training building will provide the necessary training facility for the initial phase of service school training and administrative functions of the Service School Command Headquarters.

NAVAL AIR STATION, PENSACOLA, FLA.

This station supports units of the Naval Air Training Command and the Naval Air Rework Facility; $8,380,000 is requested.

A second runway is required parallel to the existing primary runway to accommodate the high volume of aircraft operations being experienced and reduce the hazards presently occurring.

The data processing center requires expansion to relieve an inefficient overcrowded condition and to provide space for new equipment on order.

The bachelor enlisted quarters will replace inadequate substandard quarters and provide modern berthing spaces that meet the current standards of the Navy.

NAVAL AIR STATION, SAUFLEY FIELD, FLA.

This station supports the basic pilot training program by providing primary flight training for all naval aviator candidates.

This project will modernize one permanent existing bachelor enlisted quarters, relieving overcrowded conditions and provide semiprivate berthing spaces for student pilots in training; $505,000 is requested.

NAVAL AIR STATION, WHITING FIELD, FLA.

This station maintains and operates facilities and provides services and materials to support the basic propeller pilot training program. We are requesting $920,000.

The flight-training building will replace facilities housed in overage temporary buildings that have deteriorated beyond the point of economical repair. This project will provide classrooms, administrative spaces, and training areas in a modern structure with acceptable environmental conditions.

NAVAL AIR STATION, GLYNCO, GA.

The station provides basic and advanced training for officers and enlisted personnel in air traffic control and command intelligence center operations. We are requesting $5,656,000.

The air traffic control schools addition is required for courses that cannot be accommodated within the scope of the new building. Additional space is also required for an enclosed workshop for maintenance and overhaul of training equipment. No other space is available to perform this function.

The station dispensary and dental clinic constructed during World War II has deteriorated to a point where it is not safe or economical to repair. The facility is inadequate to handle present caseloadings.

The new 108 WAVES bachelor enlisted quarters will replace the two-story frame building constructed in 1943. The building utilities are makeshift and the rooms are unsuitable for rehabilitation or use.

Bachelor officer students attending the training school find it difficult and expensive to obtain adequate temporary quarters off the station. Construction of additional officer quarters with mess will provide the students with adequate quarters.

NAVAL AIR STATION, MERIDIAN, MISS.

This station provides jet aircraft pilot training and naval air technical training for enlisted men, supports two basic jet training squadrons, and the Naval Air Technical Training Center.

The 576-man bachelor enlisted quarters, messing facilities, enlisted men's club and outdoor recreation facilities comprise the second increment in the development of the Naval Air Technical Training Center. We are requesting $3,266,000.

NAVY COMMISSARY STORE, MERIDIAN, MISS.

The commissary provides a convenient and reliable source where patrons may obtain foodstuffs and other authorized items at the lowest practicable cost; $270,000 is requested.

The proposed commissary addition provides for the relief of the existing critically overloaded facility.

NAVAL HOSPITAL, CHARLESTON, S.C.

This hospital provides general clinical and hospitalization services for eligible personnel and their dependents. We are requesting $754,000.

The bachelor enlisted quarters will provide berthing for hospital enlisted staff personnel in a location nearby the new hospital to assure immediate availability for both routine and emergency duties. In addition to its convenient location, this project will also partially alleviate the large berthing deficiency of the Charleston naval complex.

NAVAL SHIPYARD, CHARLESTON, S.C.

This shipyard provides logistic support to assigned ships and performs the primary functions of repair, overhaul, alteration, and conversion of smaller types of surface ships and all submarines. Special functions consist of refueling and overhaul of both attack and Polaris-type nuclear submarines and support of Terrier, Tartar, and Talos guided missile systems; $7,602,000 is requested.

The future requirement for simultaneous overhaul of increased numbers of submarines and accommodation of unscheduled repairs cannot now be met by the shipyard. Modernization of pier J will provide the additional berthing necessary to enable the shipyard to meet future requirements.

The engineering management complex provides the first of two increments necessary to house management and engineering personnel in a structurally and environmentally adequate facility commensurate with their responsibilities in the overhaul and repair of extremely complex submarines.

Former hospital wards and facilities will be converted into administrative office space for the 6th Naval District and Charleston Naval Base headquarters personnel. The Commandant, 6th Naval District, Commander, Charleston Naval Base, currently occupies space urgently needed by the Charleston Naval Shipyard for expansion of its engineering/management functions, in support of nuclear submarine overhaul and repair.

NAVAL STATION, CHARLESTON, S.C.

The Naval Station, Charleston, provides logistic support to fleet units homeported at Charleston, the Mine Force, U.S. Atlantic Fleet Headquarters, and numerous other units. We are requesting $929,000.

Support of the mission at this station requires adequate living spaces for 5,016 enlisted men. A total of 13 barracks providing approximately 2,580 spaces are overcrowded, and additional relief is being considered in future programs. The air-conditioning project will provide a comfortable environment for approximately 2,000 personnel assigned to these buildings. If air conditioning is not approved, a depressing morale factor will continue to exist.

The naval station also has a requirement to provide bachelor officers quarters for 316 officers. Existing assets consist of two bachelor of-

ficers quarters wings in building 28 and a new bachelor officers quarters under construction. The entire bachelor officers quarters is air conditioned with the exception of one wing. This project will complete the air conditioning for building 28 and provide adequate accommodations for 37 officers. No construction or alterations other than air conditioning is required.

NAVAL AIR STATION, MEMPHIS, TENN.

This station provides naval air technical training for enlisted personnel in maintenance of aircraft. Additionally, it supports the Chief of Naval Air Technical Training Headquarters and various other units. We are requesting $1,770,000.

The new bachelor officers quarters with mess will replace existing inadequate housing, which is uneconomical to rehabilitate, with a modern, comfortable facility that meets the current standards of the Navy.

NAVAL HOSPITAL, MEMPHIS, TENN.

The hospital provides general clinical and hospitalization services to eligible personnel and their dependents. We are requesting $262,000.

The bachelor enlisted quarters addition will provide additional berthing spaces for the enlisted WAVES and for the remainder of corpsmen who are now housed in obsolete, temporary, wood frame buildings.

Eighth Naval District

NAVAL AIR STATION, KINGSVILLE, TEX.

This station supports the advanced jet pilot training program by maintaining and operating facilities, providing services and materials for three training squadrons; $90,000 is requested.

The bachelor enlisted quarters modernization project will convert open cubicle living spaces to private quarters and provide modern housing for enlisted personnel.

Ninth Naval District

NAVY ELECTRONICS SUPPLY OFFICE, GREAT LAKES, ILL.

This activity performs inventory functions for electronics material under its cognizance. We are requesting $323,000.

The Electronics Supply Office is not air conditioned and cannot be adequately ventilated as it presently exists. Air conditioning will relieve extremely uncomfortable conditions occurring during the summer and improve overall employee efficiency during this period of the year.

NAVAL HOSPITAL CORPS SCHOOL, GREAT LAKES, ILL.

This school instructs and trains enlisted personnel in the basic subjects and procedures needed for hospital corpsmen; $3,161,000 is requested.

The Hospital Corps School will provide a facility specifically designed for the corpsmen training function and replace the existing deteriorated temporary, hazardous structures which do not provide a proper training environment.

NAVAL TRAINING CENTER, GREAT LAKES, ILL.

This center provides basic recruit, primary, advanced, and specialized training for Navy enlisted and officer personnel.

The bachelor enlisted quarters will provide modern, attractive living spaces and replace the existing World War II temporary barracks which have deteriorated beyond economical repair or rehabilitation. We are requesting $2,386,000.

Eleventh Naval District

NAVAL WEAPONS CENTER, CHINA LAKE, CALIF.

This center conducts a program of warfare analysis, research, development, test, evaluation, systems integration, and fleet engineering support in naval weapons systems, principally for air warfare, and conducts investigations in related fields of science and technology; $3,293,000 is requested.

No test stand laboratory is available at the center for precision test and evaluation of missile fuses. Construction of the missile component test facility will enable the Naval Weapons Center to effectively perform this highly essential function.

There are no existing facilities at the Naval Weapons Center to support applied science for the integration of whole missile system development. The Michelson laboratory addition, first increment, will fulfill the immediate requirement for laboratory space necessary to support continued development of fuses for missile systems assigned this center.

The center is located in a watershed area subject to flash floods which cause considerable damage. Flood controls for the area to be provided by the local governments aided by the Army Corps of Engineers necessitate modifications to the Naval Weapons Center's roads and utilities.

NAVAL AMPHIBIOUS BASE, CORONADO, CALIF.

This activity is the homeport of all Pacific amphibious assault forces. It provides training and logistic support for landing forces, underwater demolition teams, riverine warfare, and special warfare forces. We are requesting $1,557,000.

A new dispensary and dental clinic, used for processing personnel for extended overseas tours, will provide a modern replacement for the present deteriorated facilities.

A land exchange with the city of Coronado will provide the Navy with a laydown area and open stores area adjacent to a proposed new warehouse. Additionally, it will provide the city with badly needed land for their public works operations. This will be an even exchange with no cost to either party.

NAVAL AMPHIBIOUS SCHOOL, CORONADO, CALIF.

This school conducts instruction and functional training in amphibious operations for the Armed Forces and allied military personnel. $137,000 is requested.

The school ventilation improvements will provide additional mechanical ventilation to relieve the personnel discomfort experienced during classroom training.

NAVAL HOSPITAL, LONG BEACH, CALIF.

This hospital provides general clinical and hospitalization services for eligible personnel and their dependents. We are requesting $15,092,000.

The hospital addition with supporting clinical facilities will provide 220 beds to alleviate the overloaded medical services in the Long Beach area.

NAVAL AIR STATION, MIRAMAR, CALIF.

This Master Jet Air Station supports all Navy West Coast Fleet Fighter Squadrons and will be the introduction site for the new F–14 weapon system. $5,081,000 is requested.

A new jet engine test facility will provide the increased airflow capacity required to test the TF–30 engine installed in the F–14 aircraft. The new test cell will keep pace with the latest developments in high performance jet engines and will include sound attenuation provisions.

Unsafe ordnance storage practices will be eliminated, and operational readiness will be improved by the construction of ready magazines near the airfield.

The serious shortage of bachelor housing facilities for enlisted personnel will be relieved by the construction of new living spaces for 852 men. Elimination of the existing overcrowded, communal living will improve the health, morale, and retention of enlisted personnel.

NAVAL AIR STATION, NORTH ISLAND, CALIF.

This station is the seaport industrial air station for the San Diego area naval complex. It is the homeport of four attack aircraft carriers and supports the Naval Air Rework Facility and fleet antisubmarine warfare and utility squadrons. We are requesting $8,577,000.

Enlisted men and officers of the aircraft carriers assigned to this station will be able to spend more time with their families during homeport periods as soon as complete berthing utilities are provided to the ship from the shore utility systems.

Fleet antisubmarine warfare squadrons homeported at this station will receive the new S–3A aircraft beginning in 1974. Additionally, this station will be the single Navy maintenance training site for the S–3A. The aircraft system training building will house the maintenance equipment required for training the personnel who will be responsible for the maintenance of operational aircraft in fleet units.

The shortage of adequate bachelor housing will be reduced by the construction of 756 new living spaces. Bachelor enlisted men are now

either crowded into World War II wood frame buildings which are below normal standards of livability or forced to compete with married personnel for the limited private rentals in the aggressive San Diego housing market.

A new mess hall will provide the enlisted men with a modern and attractive dining facility convenient to their living area. The existing mess hall, built in 1938, is substandard, drab in appearance, and located over a mile from the bachelor enlisted housing complex.

NAVAL STATION, SAN DIEGO, CALIF.

This station provides logistic support for 122 ships of the Pacific Fleet, including warships, amphibious ships, and auxiliaries. We are requesting $1,886,000.

The mess hall project will provide a modern dining facility adjacent to newly constructed enlisted quarters and will replace the existing structure that is too badly deteriorated to economically rehabilitate.

NAVY SUBMARINE SUPPORT FACILITY, SAN DIEGO, CALIF.

The Submarine Support Facility, San Diego, is the homeport of all West Coast submarines. The only other base in the Pacific is at Pearl Harbor. The activity provides support to homeported submarines, submarine tenders, and the deep submergence program.

A support building is needed to maintain the deep submergence submarine rescue vehicles that will operate from San Diego for submarine rescue operations at any disaster site in the world. The building will house two deep submergence submarine rescue vehicles craft with all of their support equipment, and will provide space for operator training, maintenance training, and spaces for the crews who will be on 24-hour emergency standby watch.

The Mark 48 torpedo magazines project has a classified requirement. $2,878,000 is requested.

NAVAL TRAINING CENTER, SAN DIEGO, CALIF.

This center provides basic recruit, primary, advanced, and specialized training for Navy enlisted and officer personnel.

The bachelor enlisted quarters for WAVES will provide a modern, attractive facility and will replace the existing widely dispersed and deteriorated barracks building. We are requesting $1,349,000.

NAVAL WEAPONS STATION, SEAL BEACH, CALIF.

This station receives, renovates, maintains, stores and issues ammunition, explosives, expendable ordnance items and provides logistics support for surface and air-launched guided missiles.

Land acquisition is required to preclude encroachment by residential or commercial development which would lessen the explosive ship loading capability of the station. We are requesting $714,000.

Twelfth Naval District

NAVAL AIR STATION, LEMOORE, CALIF.

This all-weather master jet air station is the west coast homeport for fleet light attack squadrons. We are requesting $4,716,000.

The mess hall addition and modernization will permit subsistance of the enlisted personnel working in the operations area within a reasonable time with improved habitability. It will eliminate the need to transport men over 6 miles to the main dining facility located in the bachelor enlisted quarters complex.

Additional post office spaces will alleviate the existing overcrowded, insecure and inefficient conditions under which U.S. mail, both official and personal, must be handled, sorted and distributed. The present post office is only one-third the size of a standard post office serving a community the size of this station.

The existing well water system is inadequate and unable to supply the needs of this station. The existing water is highly mineralized and its corrosive action and mineral deposits have shortened the life of the distribution system. Further, the water contains a high content of boron, a plant inhibitor, which contributes to the difficulty of establishing vegetation required to control erosion and dust clouds. Chemical pollution of the Kings River from this unsatisfactory water source has resulted in a cease and desist order issued by the California Central Valley Regional Water Quality Control Board at its meeting of June 26, 1970. Water from the Bureau of Reclamation's San Luis Canal project will provide the station with a continuing and adequate supply of potable water without excessive dissolved solids.

NAVAL SCHOOLS COMMAND, MARE ISLAND, CALIF.

This school gives instruction and training to naval officer and enlisted personnel to provide advanced and specialized knowledge, skills and techniques for early usefulness afloat in their designated specialties. We are requesting $6,014,000.

The first increment of the combat data systems school will provide a maintenance training facility to produce highly skilled technicians for the new highly sophisticated computerized systems being introduced to the fleet.

The messhall will replace old deteriorated dispersed facilities and provide improved sanitation and efficiency in feeding personnel at the school.

NAVAL SHIPYARD, MARE ISLAND, VALLEJO, CALIF.

This shipyard performs work in connection with alterations, drydocking, and outfitting of ships and crafts; nuclear submarine construction and refueling of nuclear submarines and surface craft other than carriers. In addition, this yard services submarine warfare systems both nuclear attack and Polaris. We are requesting $394,000.

The compressed air system in use at Mare Island contains numerous deficiencies such as excessive moisture, inadequate pressure, insufficient outlet connections, incomplete loops and deteriorated components.

Compressed air improvements will eliminate these deficiencies and permit cost reductions in operations and labor.

FLEET NUMERICAL WEATHER CENTRAL, MONTEREY, CALIF.

This central receives weather and ocean data from Navy and Air Force stations throughout the world. Raw data are processed to provide increased accuracy in reporting and predicting worldwide weather conditions and the information is fed back to the weather stations of the Air Force and the fleet. We are requesting $2,609,000.

The functions of the fleet numerical weather central are presently performed in various substandard buildings. To effectively utilize the computers and special weather equipment, a consolidated operation in a single computer central building is required. This project will provide a computer central to house equipment.

NAVAL COMMUNICATION STATION, SAN FRANCISCO, CALIF.

This station provides ship-to-shore radio communications for ships operating along the west coast. It is also the defense communication system station for all military activities in the area.

The transmitter station, located near Dixon, Calif., provides its own water from wells to operate transmitter cooling systems, air conditioning systems, potable water, and fire protection. The present system can only provide one-half the total water required. An additional well and storage tank will provide a sufficient amount of water to satisfy the fire protection, domestic and industrial requirements. We are requesting $155,000.

THIRTEENTH NAVAL DISTRICT

NAVAL SHIPYARD, PUGET SOUND, BREMERTON, WASH.

The Puget Sound Naval Shipyard provides support for air warfare systems, submarine warfare systems, both nuclear attack and Polaris, and surface nuclear. It performs surface new construction, nuclear refueling and work for conversion, overhaul, repair, alteration, drydocking, and outfitting of Naval ships and craft. We are requesting $2,677,000.

The nuclear shop building will eliminate existing critical deficiencies in nuclear refueling and shop facilities which are necessary to meet major increases in the nuclear workload at Puget Sound.

The provision of a railroad track to drydock 6 and construction of a crane foundation will provide this shipyard with the permanent capability to perform [deleted] repair at drydock 6.

NAVAL TORPEDO STATION, KEYPORT, WASH.

This torpedo station is responsible for performing test and evaluation of underwater ordnance, primarily torpedoes, utilizing deep water, three dimensional tracking ranges. We are requesting $2,496,000.

The bachelor enlisted quarters will provide berthing for enlisted personnel engaged in operating the torpedo test ranges.

The Mark 48 torpedo shop project has a classified requirement.

NAVAL AIR STATION, WHIDBEY ISLAND, WASH.

This station is the primary fleet air station in the Northwest United States and supports both heavy and light attack squadrons as well as Navy and Marine Corps Reserve units. $3,294,000 is requested.

The introduction of the highly complex EA–6B electronic aircraft and the arrival of various types of reserve aircraft have greatly increased the requirement for adequate avionics facilities. The avionics facility project will provide space for avionics repair and testing in a controlled atmosphere.

Fourteenth Naval District

PACIFIC MISSILE RANGE FACILITY, BARKING SANDS, KAUAI, HAWAII

This facility provides support to the Pacific Fleet for antisubmarine warfare training and maintains and operates facilities for guided missile satellite and space vehicle research, development test and evaluation. We are requesting $2,202,000.

The operations data analysis building has a classified requirement.

The range personnel support facilities in this program will alleviate the serious deficiencies in enlisted berthting space and will provide community support at this remote location.

NAVAL AMMUNITION DEPOT, OAHU, HAWAII

The depot maintains, stores, and issues basic and war reserve ammunition stocks, operates a weapons evaluation and engineering facility and supports explosive ordnance disposal in the Pacific.

The security control improvements project has a classified requirement. We are requesting $78,000.

FLEET SUBMARINE TRAINING FACILITY, PEARL HARBOR, HAWAII

This facilty provides functional training to naval officers and enlisted personnel in team situations to build specialized competence and proficiency in operating and maintaining submarines.

The Polaris training facility alterations will adapt an existing building for use in conducting initial and refresher training on different classes of submarines. We are requesting $501,000.

NAVAL SHIPYARD, PEARL HARBOR, OAHU, HAWAII

This shipyard has the capability for conversion, overhaul, repair, alteration, drydocking, and outfitting of naval ships and craft. It services home ported submarines and auxiliaries, nuclear submarines, destroyers and escorts and their antiair and antisubmarine warfare systems. We are requesting $1,384,000.

The forge and propeller shop will provide a facility which eliminates shop air pollution and deficiencies in weight handling equipment

and lighting. It will permit the installation of shop equipment necessary for working with new high strength steels and alloys.

NAVAL STATION, PEARL HARBOR, HAWAII

This station provides logistic support to Commander in Chief, Pacific, Commander in Chief, Pacific Fleet, a shipyard, ammunition depot, supply center, and other vital fleet support activities.

New bachelor officer and enlisted men's quarters are necessary to replace temporary World War II wooden frame buildings. The new quarters will provide modern, attractive living spaces with the degree of privacy and habitability necessary to retain talented personnel. We are requesting $6,267,000.

SEVENTEENTH NAVAL DISTRICT

NAVAL FACILITY, ADAK, ALASKA

This activity conducts oceanographic observation in selected areas to provide the Navy with more extensive oceanographic information. We are requesting $516,000.

The oceanographic support building addition project has a classified requirement.

NAVAL STATION, ADAK, ALASKA

This station is a strategically located base in the Aleutian Islands and is vital to the antisubmarine warfare program and the communications network of the Alaskan sea frontier; $9,025,000 is requested.

Continuous overloading of the airfield pavement by large transport and patrol aircraft has resulted in rapid and severe structural failures. A bituminous overlay will upgrade and strengthen the taxiways, which were originally constructed in 1944 for World War II aircraft.

Both military and civilian aircraft flying to the Aleutian Islands or the great circle route to Japan and other Far East destinations utilize the tactical air navigation system (TACAN) at this station. In addition to inflight guidance, an average of 900 aircraft per month make TACAN utilized landings on Adak. The TACAN building project will provide permanent facility to replace the existing mobile van.

The liquid oxygen and nitrogen plant will replace a temporary inadequate mobile plant. The new plant will be capable of producing all the oxygen and nitrogen, both liquid and gaseous, required to support the mission of the station.

Because the station is isolated (over 1,000 miles from any off-base community) and subject to severe weather conditions, personnel spend a great deal of their free time in their quarters. The 46-man addition to the bachelor officers quarters will provide adequate private berthing for all officers.

The only place on the isolated island of Adak to purchase clothing and other personnel necessities is the Navy Exchange. The existing Navy Exchange was constructed in 1943 and has deteriorated beyond economical repair. A new consolidated facility will provide modern shopping spaces and will include an exchange, bank, post office, and

other service outlets under one roof. The isolation of this station together with the adverse weather conditions prevalent in the area dictate the need for adequate personnel support facilities to maintain morale and retention.

NAVAL ARCTIC RESEARCH LABORATORY, BARROW, ALASKA

This activity conducts basic and applied research that will contribute to the effectiveness of the Navy's land and sea operations in Arctic regions. We are requesting $2,400,000.

The proposed laboratory facility provides bachelor civilian quarters and a dining hall for the existing laboratory complex. This will permit the elimination of existing old, inadequate, and badly located facilities which currently necessitate considerable exposure to severe Arctic weather for scientists and personnel.

Marine Corps Facilities

MARINE BARRACKS, WASHINGTON, D.C.

The mission is to provide music for the President of the United States, the Congress, and other Government officials or agencies when so directed; to operate the Marine Corps Institute, provide troops for or conduct ceremonies as requested; provide security for the President of the United States and other Government officials as requested; provide riot control, disaster control, or protection of the Capital as requested; to maintain quarters for the Commandant of the Marine Corps and other high-ranking officers of the Marine Corps. $4,434,000 is requested.

One project will provide the first of two high-rise bachelor enlisted quarters and personnel support buildings urgently required to alleviate critical deficiencies in personnel housing and supporting facilities. The first increment will provide 208 billeting spaces with related personnel support facilities. The necessary land acquisition was approved in the fiscal year 1971 military construction program.

MARINE CORPS DEVELOPMENT AND EDUCATION COMMAND, QUANTICO, VA.

This activity develops, in coordination with representatives of the other services, the doctrine, tactics, techniques, and equipment employed by landing forces in amphibious operations; supports Marine Corps requirements for long-range planning; educates officers in the principles, tactics, and techniques of warfare, with particular emphasis on the landing-force aspects of amphibious operations in air-ground combat forces of the Marine Corps; conducts such other schools and functions as directed by the Commandant of the Marine Corps. We are requesting $1,783,000.

Adequate billeting facilities will be provided for 95 women marines by converting an existing married officers' apartment building into a bachelor enlisted quarters. This project will correct approximately 40 percent of the existing habitability deficiency for enlisted women marines aboard this base.

The overloaded, deteriorated, and inadequate electrical distribution system for the main portion of the base will be approved to insure present reliability, and the capacity to handle future loading as a result of programed construction.

MARINE CORPS BASE, CAMP LEJEUNE, N.C.

This activity is the training base for the Marine division and force troops units assigned to the east coast, and conducts specilized schools and individual combat training. $2,610,000 is requested.

The first in a series of projects to provide adequate billeting facilities for enlisted personnel in the Hadnot Point area will provide two new bachelor enlisted quarters to accommodate 288 men, and the alteration of four open-dormitory barracks to room configuration to accommodate 640 men.

MARINE CORPS AIR STATION, CHERRY POINT, N.C.

This air station maintains and operates facilities and provides services and materials to support operations of the major elements of a Marine aircraft wing. We are requesting $3,607,000.

Both projects at this station will provide room-configured billeting spaces for enlisted marines. The first project will provide a new building containing three-man rooms for 504 men. The second project will provide for remodeling of the final six barracks in a 31-barracks rehabilitation program. These buildings are structurally sound, but contain open-bay interiors which will be remodeled to provide two-, three-, and four-man rooms for 694 enlisted marines.

MARINE CORPS AIR STATION, NEW RIVER, N.C.

This air station maintains and operates facilities and provides services and materials to support operations of a Marine aircraft group and a Marine helicopter training group; $3,364,000 is requested.

Existing bachelor housing facilities at this station provide approximately 66 square feet per man. In addition to this overcrowding, over 40 percent of the existing spaces are in open-squad bay buildings which are structurally sound but have dark, poorly ventilated interiors. Both projects proposed in this program are intended to alleviate these conditions. The first project will provide a new building with 504 spaces. The second project will provide remodeling of six open-bay barracks interiors to a two- and three-man room consistent with modern-day standards for bachelor enlisted quarters.

MARINE CORPS AIR STATION, BEAUFORT, S.C.

This air station maintains and operates facilities and provides services and materials to support operations of two Marine fighter-attack groups. We are requesting $2,417,000.

Existing bachelor housing facilities at this station provide an average of 62 square feet per man under current conditions. The overcrowded facilities consist of open-bay buildings which are structurally sound but have dark, poorly ventilated interiors. This project pro-

poses to allieviate the overcrowding by construction of a new building to house 720 men. Modernization of the existing substandard facilities will be included in a future year's program.

MARINE CORPS RECRUIT DEPOT, PARRIS ISLAND, S.C.

The recruit depot provides for the reception and recruit training of enlisted personnel upon their first entry into the Marine Corps; provides schools to train enlisted personnel as sergeants major, administrative chiefs, recruiters, drill instructors, and field musics; conducts Reserve training, rifle marksmanship training for Marine officers and enlisted personnel in the southeastern area, and for personnel of other services, as requested; $1,444,000 is requested.

A new dental clinic is provided in order for the Marine recruits to receive the required dental care. The existing facility was constructed during World War II and is completely beyond economical rehabilitation. It is impossible to administer a well-planned program of dental care in the existing facility.

MARINE CORPS AIR STATION, YUMA, ARIZ.

This air station maintains and operates facilities and provides services and materials to support operations of a Marine combat crew readiness training group and four rotational squadrons deployed for weapons training. We are requesting $2,261,000.

The Marine fighter attack training squadron assigned to this station was temporarily located at the Marine Corps Air Station, El Toro, due to lack of facilities at Yuma and the availability of vacated facilities at El Toro. The drawdown in Vietnam caused the return of deployed El Toro units forcing the squadron to vacate and return to the Marine Corps Air Station, Yuma. This project is urgently required to provide a maintenance hangar for the squadron at the Marine Corps Air Station, Yuma.

The second project is required to provide additional water supply in support of the increased baseload and the family housing units at the Marine Corps Air Station, Yuma. The current water supply can support less than 50 percent of the projected demand and water rationing will be necessary until such time as this project can be realized.

MARINE CORPS SUPPLY CENTER, BARSTOW, CALIF.

The supply center procures, maintains, repairs, stores, and distributes all classes of supplies and equipment; $678,000 is requested.

The first of two projects at this activity will provide room-configured billeting spaces for enlisted marines in two existing barracks constructed in 1956. Air conditioning will be included as part of the rehabilitation.

The second project is imperative to meet the existing and future electrical requirement at Nebo area. The existing Nebo transformers are in excess of 25 years of age, their design is obsolete, voltage unregulated and they are approaching the end of their normal life expectancy. Anticipated load growth will soon exceed designed capacity.

MARINE CORPS AUXILIARY LANDING FIELD, CAMP PENDLETON, CALIF.

This auxiliary landing field assists the Marine Corps Air Station, El Toro, in its mission to provide facilities and materials by supporting operations of two Marine helicopter squadrons, one of which possesses fixed-wing aircraft. We are requesting $593,000.

The existing airfield pavements, built in 1942, were not designed to accommodate the larger, heavier tactical aircraft now using the field to support troop movements. Only the center portions of the pavements required for the heavy aircraft are included in this project to provide an increased thickness capable of supporting the wheel loads of the heavier aircraft.

MARINE CORPS BASE, CAMP PENDLETON, CALIF.

This activity is the training base for a reinforced Marine division asssigned to the west coast and conducts specialized schools and individual combat training; $1,214,000 is requested.

One project will provide the Marine Corps with a consolidated tactical systems support facility which is essential to support both ground and aviation-oriented automated command and control systems. Lack of this facility will seriously handicap the Marine Corps in its endeavor to keep abreast with the changing technological and tactical environment.

Three projects will provide room-configured billeting spaces for enlisted marines. The first project proposes to convert permanent barracks in the Pulgas area to room configuration and provide a modern heating system. This will provide adequate quarters for 1,320 men. The second project will provide like facilities in the San Mateo area to accommodate 1,560 men. The third project proposes to construct a new building to house 504 men in the Chappo area to partially alleviate the seriously overcrowded conditions.

The existing utility systems in the Chappo area are loaded to, or in excess of their designed capacity. This proposed project will provide efficient expansion of these facilities, together with trunk mains and lines, as required to support imminent building construction.

MARINE CORPS AIR STATION, EL TORO, CALIF.

This air station maintains and operates facilities and provides services and materials to support operations of the major elements of a Marine aircraft wing. We are requesting $838,000.

This project proposes 44,055 square yards of concrete aircraft parking apron for the Marine-in-flight refueling squadron (VMGR). The Marine-in-flight refueling squadron consists of large, heavy fixed-wing aircraft which require this parking apron to eliminate overcrowding of existing parking areas. The overcrowding results in reduced width taxi lanes and constitutes a ground safety hazard.

MARINE CORPS AIR STATION, SANTA ANA, CALIF.

This air station maintains and operates facilities and provides services and materials to support operations of a Marine aircraft group and a Marine helicopter training group; $908,000 is requested.

The first of two projects at this station is required by a mission change of the Marine air traffic control unit (MATCU) from maintenance and training to an operational status to provide radar support for instrument flight rules traffic and practice precision approaches for helicopter pilot qualifications. Present substandard Marine air traffic control unit facilities consist of quonset huts which will be demolished after construction of the project.

The second project is for modernization of a portion of the station's substandard bachelor enlisted quarters requirement. These three buildings are structurally sound but consist of open bays and dark, poorly ventilated interiors. This project provides for remodeling of the open bay areas to provide three and four man rooms consistent with modern day standards for bachelor enlisted quarters.

MARINE CORPS RECRUIT DEPOT, SAN DIEGO, CALIF.

The recruit depot provides for the reception and recruit training of enlisted personnel upon their first entry into the Marine Corps; conducts schools to train enlisted men for duty with ships' detachments and as drill instructors. We are requesting $1,497,000.

A new dental clinic is proposed to provide the required dental service for all permanent personnel, students, and recruits aboard this depot. The three temporary buildings and open shed currently being utilized results in lost professional and training time, and in a reduced level of dental services to Marine Corps personnel aboard this depot.

MARINE CORPS BASE, TWENTY-NINE PALMS, CALIF.

This base provides housing, training facilities, logistical support, and certain administrative support for fleet Marine force units, conducts training, operates the communication-electronics school, and provides logistic support to other Marine Corps activities; $6,653,000 is requested.

The deficiency in billeting spaces, for both male and female personnel, has become critical due to the move of the communication-electronics school to this base. This project will provide adequate billeting for 1,452 enlisted men and 132 enlisted women. The existing inadequate permanent barracks will be rehabilitated in future military construction programs.

MARINE CORPS AIR STATION, KANEOHE, HAWAII

This air station maintains and operates facilities and provides services and materials to support operations of a marine brigade.

This project is the first increment of new construction of bachelor enlisted housing at this Station where no adequate billeting assets exist. Modernization of the existing open-bay structures cannot be accomplished prior to the completion of new bachelor enlisted quarters construction since the existing facilities are currently crowded to capacity. $2,455,000 is requested.

Pollution Abatement

VARIOUS NAVAL AND MARINE CORPS INSTALLATIONS: AIR POLLUTION ABATEMENT FACILITIES

The air pollution abatement project continues the Navy's program for correcting, controlling, and preventing air pollution at Naval and Marine Corps installations. All items have been evaluated and designed to comply with applicable local, State, and Federal air pollution abatement standards. We are requesting $15,474,000.

In the past, facilities were often constructed without dust, smoke or gaseous controls, and consequently, are inadequate to meet present day environmental quality standards. This project provides correction measures at various locations, with the work consisting of eight items for construction of incinerators, two items for sanitary landfills, six items for industrial emission control, five items for smoke and dust control and one item for smoke elimination.

These pollution abatement projects will bring the Navy in compliance with the present environmental standards.

VARIOUS NAVAL AND MARINE CORPS INSTALLATIONS: WATER POLLUTION ABATEMENT FACILITIES

The water pollution abatement project continues the Navy's program for correcting, controlling, and preventing water pollution at Naval and Marine Corps installations. All items have been evaluated and designed to comply with applicable local, State, and Federal water pollution abatement standards. $12,883,000 is requested.

In the past facilities were often constructed without waste water treatment or disposal systems, and consequently are inadequate to meet present day environmental quality standards. This project provides corrective measures at various locations, with the work consisting of four items for connections to public systems, two items for construction of sewage collection lines, nine items for sewage treatment plants, and eight items for industrial waste water treatment.

These pollution abatement projects will bring the Navy in compliance with present environmental standards.

OUTSIDE THE UNITED STATES

Tenth Naval District

NAVAL STATION, GUANTANAMO BAY, CUBA

This station provides logistic support required for approximately 13 major activities and ships assigned to the fleet. $3,579,000 is requested.

The marine barracks provides personnel for internal security and logistic support for the naval base during base defense situations. The existing marine barracks consist of four wood framed buildings. The barracks were built in 1941 to satisfy wartime needs, and they are in an advanced stage of structural deterioration.

The bachelor enlisted quarters with mess will provide modern, attractive living spaces and replace the present inadequate facility.

NAVAL FACILITY, RAMEY AIR FORCE BASE, P.R.

This facility is engaged in oceanographic research under a classified mission. We are requesting $188,000.

The maintenance building project will replace the existing deteriorated facilities with a permanent structure adequately sized to provide space and weather protection for supplies and equipment.

NAVAL STATION, ROOSEVELT ROADS, P.R.

This station supports ships and aircraft of the Atlantic Fleet conducting weapons and amphibious training. The station also supports aviation activities and activities and tenants other than aviation. We are requesting $4,983,000.

The extension of refueling pits exit ramp will provide for the refueling of fighter and attack aircraft at full capacity and with greater safety.

The bachelor enlisted quarters project will replace existing substandard deteriorated barracks with modern living spaces that meet the current standards of the Navy.

FIFTEENTH NAVAL DISTRICT

NAVAL COMMUNICATION STATION, BALBOA, C.Z.

This station provides tactical ship-to-shore radio communications for ships operating in both the Atlantic and Pacific Oceans near the Canal Zone. It is also the defense communications systems station for all military activities in the area. $200,000 is requested.

The existing barracks buildings are permanent construction but in need of modernization. These structures will be converted from their present open-bay dormitory type buildings into modern, adequate, semiprivate berthing spaces.

NAVAL SECURITY GROUP ACTIVITY, GALETA ISLAND, C.Z.

This station is a part of the Navy's antisubmarine high frequency direction finder network. We are requesting $516,000.

The present permanent bachelor enlisted quarters are open-bay structures which are hot, humid, noisy, and lacking in privacy. These structures will be modernized to provide adequate, semi-private berthing spaces.

ATLANTIC OCEAN AREA

NAVAL FACILITY, GRAND TURK, WEST INDIES

This facility is engaged in classified oceanographic research.

Adequate barrack space is required for the 104 enlisted men assigned to this facility. The existing barracks are open cubicles, only three rooms, and not air conditioned. Off-station housing is not available, and 104 enlisted men are crowded into space that is adequate for 68 men. This project will modernize the existing space for 68 men and construct a building addition to accommodate all assigned personnel; $418,000 is requested.

NAVAL STATION, KEFLAVIK, ICELAND

This station provides en route support for airlift operations. We are requesting $5,800,000.

Extension of the crosswind runway from 6,560 feet to 9,998 feet is required for safe operation of modern jet aircraft.

EUROPEAN AREA

NAVAL SECURITY GROUP ACTIVITY, TODENDORF, GERMANY

During much of the year, the climate of northern Germany is too cold and windy for outdoor sports and indoor recreational facilities are lacking at this activity. The only indoor recreation available in the local community is a bowling alley and German language movies. A gymnasium, hobby shop, library and other recreational facilities will be constructed within a single building to provide for the physical fitness and entertainment of the assigned personnel. We are requesting $377,000.

NAVAL AIR FACILITY, SIGONELLA, SICILY

The Naval Air Facility, Sigonella, supports operations of aviation activities and units of the operating force of the Navy in the Mediterranean area. It is the primary divert field for the Sixth Fleet carriers, and serves as a transshipment point. The facility utilizes a NATO airfield with the land furnished at no cost to the Navy. Since the development of the fiscal year 1972 Military Construction projects, requirements have increased and the following projects are more urgently required to coordinate the expanded need for shore facilities at this Air Facility; $1,371,000 is requested.

At Sigonella there is no existing passenger terminal to expedite the flow of passengers and adequately handle the movement of materials and mail. Passenger processing is now performed in a flight schedule room. A new air terminal is proposed for 100 passengers at peak hour conditions, which is adequate for any anticipated increase in requirements.

The current mission supports 149 officers. A total of 94 officers must be berthed at the existing bachelor officers' quarters, which is adequate for 28 officers. This project proposes to relieve congestion by constructing a new 56-man bachelor officers' quarters.

The increase in existing bachelor officers' quarters requirements required additional messing facilities for 94 officers. The available kitchen and wardroom facilities are in a wing of the bachelor officers' quarters building and designed to feed and seat only 38 men. The proposed project will provide sufficient expansion to adequately feed 80 men at one seating. The project scope is also considered sufficient to feed any future expansion at facilities at the airfield. Since it is now planned that 50 percent of the officers will be at the airfield at all times, it is, therefore, proposed to relocate both the new bachelor officers' quarters building and the additional messing requirements to the airfield. This will avoid the construction of any future messing facilities at the airfield, and at the same time coordinate the needed bachelor

officers' quarters facilities with current planning to expand air facilities at Sigonella.

No specific building or facility exists at Sigonella for community type meetings, classrooms for religious training, or special services administration. Meetings and social functions are held in the Dependents' School, mess hall or the theater. This project will provide a separate building for community activities.

Indian Ocean Area

NAVAL COMMUNICATIONS FACILITY, DIEGO GARCIA, CHAGOS ARCHIPELAGO

This facility provides communications support for Maritime Forces operating in or transiting the Indian Ocean. We are requesting $4,794,000.

This second increment of construction will provide the remaining bachelor housing, religious, recreational, medical, supply, airfield, and utilities that are not included in the first increment.

Pacific Ocean Area

NAVAL COMMUNICATIONS STATION, HAROLD E. HOLT, NORTHWEST CAPE, AUSTRALIA

This station provides communications to submerged ships as a part of a worldwide very low frequency network. It also provides high frequency ship-to-shore radio services for ships operating near Australia and in the Southern Pacific. $75,000 is requested.

Radio transmitters and their auxiliary equipment produce heat during operation. High temperatures have a harmful effect on the life of components, and reduce reliability of the system. Additional water chilling equipment will be provided to increase the reliability of the central cooling system.

NAVAL AIR STATION, AGANA, GUAM

This station is a major support activity for fleet and transient aircraft. It supports fleet air reconnaissance squadrons and an antisubmarine warfare patrol detachment, which will expend to a full squadron by fiscal year 1973. We are requesting $12,398,000.

A new liquid oxygen and nitrogen transfer facility will satisfy all operational and medical requirements and will permit demolition of the existing substandard facility thereby eliminating the hazardous conditions created by its use.

A patrol aircraft hangar and an avionics facility are required at this station. These projects have a classified requirement.

Construction of 312 new living spaces and modernization of 707 existing substandard spaces will provide the enlisted men at this station with adequate bachelor housing. Enlisted men now live in an environment characterized by the lack of privacy, high noise levels and crowded open dormitory communal living.

Construction of 50 new officer living spaces and the modernization of 58 existing substandard spaces will provide bachelor officers with

acceptable living conditions. These officers now live in an environment characterized by lack of privacy, high noise levels and overcrowded conditions. Because of the rapidly increasing population on Guam, there does not appear to be a foreseeable period when adequate housing of any type will be available in the local community.

On nights of special entertainment, as many as 250 customers are turned away from the Chief Petty Officers Club because the lack of sufficient space constitutes a serious fire and health hazards. The existing club contains only 25 percent of the required space and is structurally deteriorated beyond economical repair. A new permanent and modern club is required to replace the substandard facility.

NAVAL COMMUNICATIONS STATION, GUAM, MARIANA ISLANDS

This station provides point-to-point and relay radio communications between Hawaii, the west coast and stations along the coast of Asia. The station also provides ship-to-shore radio communications for ships operating in the Central Pacific. $1,823,000 is requested.

A computer controlled automatic relay system will be installed in the existing communications facility to switch and interconnect point-to-point radio and cable messages not terminated in Guam. Manual handling of through traffic by station personnel will be eliminated.

Spare electronics parts are presently stored in regular warehouses where they are subject to the high temperature and humidity of Guam. Storage under such conditions often produces corrosion or mildew. Before the parts can be used, they must be cleaned, repaired or in some cases, discarded. A controlled humidity warehouse will eliminate the cleaning, repairing, and unnecessary loss of electronics spare parts.

Six existing barracks buildings are permanent construction but in need of modernization. These structures will be converted from their present open-bay, non-air-conditioned dormitory style into modern adequate berthing spaces.

The present chief petty officers club is a quonset hut constructed after World War II at the former interim communications station. It is several miles away from the station and the personnel it serves, and has far outlived its useful life. A new club will be constructed to replace the existing one.

A highly reliable emergency power system is urgently required, since the islandwide primary power system is unreliable and no permanent relief is anticipated in the foreseeable future. The electrical power improvements will replace the existing emergency system, which is old, difficult to maintain and of insufficient capacity.

NAVAL MAGAZINE, GUAM

This activity stores a prepositioned reserve stock of all types of ammunition. Also, the activity issues, receives, renovates or assembles many types of ammunition. We are requesting $993,000.

Because of the relocation of ammunition from the continental United States and from other Pacific Ocean bases, there will be an increase in the number of personnel assigned to this activity. Addi-

tional bachelor quarters are required for the increased numbers of personnel.

NAVAL STATION, GUAM, MARIANA ISLANDS

This station provides transit services to ships of the fleet, and services to all military personnel on Guam who are engaged in fleet support. We are requesting $3,385,000.

The bachelor enlisted quarters will be modernized to provide adequate berthing spaces conforming to current habitability standards.

There is no building presently available for indoor sports, and outdoor recreation is limited during much of the year because of rainfall and intense heat. A gymnasium will be constructed to relieve the present unsatisfactory health and recreation shortcomings.

NAVAL COMMUNICATION STATION, JAPAN

This station provides ship-to-shore radio communications for units of the 7th Fleet and other ships operating around Japan. It also provides defense communication system services for all military activities in the area. We are requesting $258,000.

A new bachelor enlisted quarters and dining facility, at the transmitter site near Totsuka, Japan, is required to replace the existing bachelor enlisted quarters and mess, which are located in temporary quonset and prefabricated buildings.

NAVAL AIR STATION, SUBIC POINT, REPUBLIC OF THE PHILIPPINES

This station provides support facilities for transient aircraft of the fleet, the marines, and two antisubmarine warfare patrol squadrons; $1,892,000 is requested.

A radar air traffic control center (RATCC) is required to increase the safety of aviation and flight efficiency, especially during periods of low visibility and high winds. The mission of this station has expanded to include support of the patrol squadrons formerly operating from the Naval Station, Sangley Point, resulting in increased air traffic operations and instrument landings.

Construction of additional bachelor officer quarters, plus modernization and air conditioning of the existing bachelor quarters, will provide officers at this station with modern living conditions. Desirable living conditions will promote the retention of highly trained personnel needed for the maintenance and operation of complex weapon systems overseas.

NAVAL COMMUNICATIONS STATION, REPUBLIC OF THE PHILIPPINES

This station provides ship-to-shore radio communications for ships of the fleet operating in the Western Pacific. It is also the defense communications system station for all military activities in the area. We are requesting $1,280,000.

The existing personnel support facilities, specifically the bachelor officer and enlisted quarters, the mess hall, the chief petty officers' mess and the dependent school, will be modernized by the installation of partitioning and air conditioning.

Pollution Abatement

VARIOUS NAVAL AND MARINE CORPS INSTALLATIONS: AIR POLLUTION ABATEMENT FACILITIES

The air pollution abatement project continues the Navy's program for correcting, controlling, and preventing air pollution at naval installations. All items have been evaluated and designed to comply with local and Federal air pollution abatement standards.

In the past, facilities were often constructed without proper controls to meet present day environmental quality standards. This project provides corrective measures at various locations on Guam, with the work consisting of two items for construction of incinerators.

These pollution abatement items will bring the Navy in compliance with present environmental standards. $488,000 is requested.

VARIOUS NAVAL AND MARINE CORPS INSTALLATIONS: WATER POLLUTION ABATEMENT FACILITIES

The water pollution abatement project continues the Navy's program for correcting, controlling, and preventing water pollution at naval installations. All items have been evaluated and designed to comply with applicable local and Federal water pollution abatement standards. We are requesting $7,412,000.

In the past, facilities were often constructed without waste water treatment or disposal systems, and consequently, are inadequate to meet present day environmental quality standards. This project provides corrective measures at various locations, with the work consisting of three items for construction of sewage treatment plants, one item for industrial waste water treatment, and one item for connection to a public system.

These pollution abatement items will bring the Navy in compliance with present environmental standards.

Classified Locations

Eight projects at three classified locations will provide maintenance, supply, and medical and laboratory facilities, and utilities. A total of $3,733,000 is requested.

Various Locations

EMERGENCY CONSTRUCTION

Section 203 of the proposed fiscal year 1972 legislation provides for the establishment or development of Navy (including Marine Corps) installations and facilities made necessary by changes in Navy missions and responsibilities which have been occasioned by: (a) unforeseen security considerations, (b) new weapons developments, (c) new and unforeseen research and development requirements, or (d) improved production schedules. Such authorization is to be available if the Secretary of Defense determines that deferral of such construction for inclusion in the next military construction authorization act would be inconsistent with interests of national security. We are requesting $10,000,000.

Amendments to Prior Year Authorizations

NAVAL SUBMARINE BASE, NEW LONDON, CONN.

This base provides support for the Atlantic Fleet Submarine Force including crew training, intermediate level maintenance and general support for submarines. $600,000 is requested.

A contract has been awarded for pier 2 replacement and the work is nearing completion; however, based on bids existing, authorization is insufficient to provide the quay wall extension. Public Law 90–408 (fiscal year 1969) authorized $1,225,000 to construct these facilities. This project requests amended authorization in the amount of $600,000 to permit construction of the complete facility.

NAVAL ORDNANCE STATION, INDIAN HEAD, MD.

The liquid chemical incinerator was authorized and funded in the fiscal year 1971 military construction program at $159,000. At the time the project was developed, information available from industry indicated that known vendors could supply equipment required for $159,000. The present estimate to burn the required chemicals is $249,000. In order to provide this essential facility which is required to eliminate the open burning of chemicals, amended authorization of $90,000 is required. We are requesting $249,000.

NAVAL AIR STATION, ALAMEDA, CALIF.

This station is the seaport industrial air station for the San Francisco Area Naval Complex. It is the homeport of five attack aircraft carriers and supports the naval air rework facility as well as attack and tactical electronic fleet squadrons; $2,076,000 is requested.

The industrial waste system will intercept and pretreat the wastewaters for ultimate disposal into the municipal system. Public Law 91–142—(fiscal year 1970)—authorized $1,894,000 to construct these facilities; however, based on bids received in December 1970, existing authorization is inadequate to award a construction contract. This project requests amended authorization in the amount of $2,076,000 to permit construction of the complete facility.

MARINE CORPS RECRUIT DEPOT, PARRIS ISLAND, S.C.

The sewage treatment facilities project was authorized and funded in the fiscal year 1971 military construction program at $112,000. Based on competitive bids received on April 6, 1971, the authorization required to award a contract for this project in the first quarter of calendar year 1972 is $210,000. An amendment of $98,000 is required. We are requesting $98,000.

Senator Symington. Very well, Mr. Chairman, unless you and Senator Cannon have some questions in open session, we would now like to clear the room and ask some questions in a classified session.

(Whereupon, at 12:10 p.m. the committee proceeded to other business.)

MILITARY CONSTRUCTION AUTHORIZATION ACT OF 1972

TUESDAY, JUNE 8, 1971

The Military Construction Subcommittees of the Committee on Armed Services and the Committee on Appropriations met in joint session, pursuant to recess, at 10 a.m., in room 212, Old Senate Office Building, Senator Stuart Symington (chairman) presiding.

Membership of the Military Construction Subcommittee of the Committee on Armed Services is as follows: Senators Symington (chairman), Jackson, Ervin, Cannon, Byrd, Jr. (of Virginia), Thurmond, Tower, and Dominick.

Membership of the Military Construction Subcommittee of the Committee on Appropriations is as follows: Senators Mansfield (chairman), Proxmire, Montoya, Hollings, Brooke, Boggs, and Percy. (Ex-officio members: Senators Ellender and Young of North Dakota.)

Present: Subcommittee on Military Construction of the Committee on Armed Services: Senators Symington (presiding), Byrd of Virginia, Tower, and Thurmond.

Subcommittee on Military Construction of the Committee on Appropriations: None.

Also present: From the Senate Armed Services Committee: Gordon A. Nease, professional staff member; and Mary E. Keough, clerical assistant.

From the Senate Appropriations Committee: Vorley M. Rexroad.

Senator SYMINGTON. The hearing will come to order.

General Yates, we welcome you this morning.

We are continuing our hearings this morning on the military construction authorization bill for fiscal year 1972 by taking up title I, which relates to the construction requirements of the Department of the Army.

Maj. Gen. Elmer P. Yates, director of installations, Office of the Deputy Chief of Staff for Logistics, will be our principal witness.

This year the Department of the Army is asking new authority in the amount of $596,191,000 and an increase in prior years' authority of $967,000. The request for new authority includes $172,500,000 for the Safeguard antiballistic missile system which, as I have previously indicated, if approved, will be included in the military procurement bill.

General, do you have a prepared statement this morning.

STATEMENT OF MAJ. GEN. E. P. YATES, DIRECTOR OF INSTALLATIONS, OFFICE, DEPUTY CHIEF OF STAFF FOR LOGISTICS, ACCOMPANIED BY LT. GEN. W. P. LEBER, SAFEGUARD SYSTEM MANAGER; BRIG. GEN. L. J. HACKETT, JR., OFFICE, THE SURGEON GENERAL; LT. COL. R. H. BARTON, CONSTRUCTION DIVISION, OFFICE, DEPUTY CHIEF OF STAFF FOR LOGISTICS; A. M. CARTON, CHIEF, PROGRAM DEVELOPMENT AND BUDGET BRANCH, CONSTRUCTION DIVISION, OFFICE, DEPUTY CHIEF OF STAFF FOR LOGISTICS; W. M. LOCKWOOD, CHIEF, INSTALLATIONS MANAGEMENT DIVISION, OFFICE, DEPUTY CHIEF OF STAFF FOR LOGISTICS; AND MAJ. GEN. D. A. RAYMOND, DIRECTOR OF MILITARY CONSTRUCTION, OFFICE, CHIEF OF ENGINEERS

General YATES. Yes, sir; I do.

Senator SYMINGTON. Will you please read it.

General YATES. It is a privilege to appear before these committees and to present the Department of the Army's portion of the military construction authorization request.

For fiscal year 1972, the Army is requesting $596,191,000 in new authorization for military construction. In addition, amendments to previous authorizations are requested in the amount of $967,000 to provide for revisions to approved pollution abatement projects. Authority to transfer authorization for one project to a new location is also being requested.

Of the total new authorization requested in title I, section 101, $544,555,000 is for construction within the United States and $51,636,000 is for construction outside the United States, including projects in Europe, Panama, the Marshall Islands, and various U.S. Army Security Agency sites.

Emphasis has been placed, in this year's program, on facilities which benefit the welfare of personnel: quarters, medical facilities, and community support facilities. The continuing effort of the Army to improve the living conditions of our personnel has taken on particular importance this year with our special efforts to decrease our reliance on the draft. Over 43 percent of our request for construction is in these categories.

Safeguard accounts for 29 percent of our construction program this year. The other major segment of our program is to provide facilities for abatement of air and water pollution at various Army installations in the United States. Over 11 percent of our program will be utilized for that purpose.

The construction planned outside of the United States is less than 9 percent of the total program—the smallest overseas program in many years. No authorization or funds are being requested for construction in Southeast Asia. The program requested outside the United States, beyond that required by treaties, provides for only a few operational facilities and a few projects in support of troop welfare.

As in past years, section 102 of the proposed bill contains language authorizing construction made necessary by changes in Army missions and responsibilities occasioned by unforeseen circumstances. We are again requesting $10 million for this emergency authorization.

Senator SYMINGTON. For the record, will you supply the percentage in the last 5 years of the construction outside of the United States as against the 9 percent planned for this year?

General YATES. Yes, sir.

(The information follows:)

Construction approved outside the United States for the past 5 years (excludes supplemental appropriations for Southeast Asia):

Fiscal year	Dollars in thousands	Percent of total program
1967	$36,141	32
1968	118,090	28
1969	216,857	35
1970	118,377	29
1971	82,799	13
1972 (proposed)	51,636	9

Note: The fiscal year 1968-72 MCA programs include provision for payments of the U.S. share of the NATO infrastructure program which was previously provided from the military assistance program.

PROGRAM SUMMARY

Before giving you some of the highlights of our programs, I would like to call your attention to the tables on pages 3, 4, and 5 of the statement before you which gives a summary of our total program. Table I on pages 3 and 4 shows the distribution of the new authorization request of $596,190,000 among major commands in the United States and overseas. Table II, on page 5, shows the construction categories in which the authorization is requested. This table clearly illustrates the emphasis being placed on facilities supporting the welfare of military personnel.

(The table follows:)

TABLE I MILITARY CONSTRUCTION, ARMY PROGRAM PROPOSED FY 1972 AUTHORIZATION

Section 101 inside the United States

Command:	Cost
U.S. Continental Army Command	$118,216,000
First Army	(19,197,000)
Third Army	(22,249,000)
Fourth Army	(34,695,000)
Fifth Army	(23,172,000)
Sixth Army	(16,603,000)
Military District of Washington	(2,300,000)
U.S. Army Materiel Command	24,197,000
U.S. Army Strategic Communications Command	3,978,000
U.S. Army Medical Department	115,051,000
Military Traffic Management and Terminal Service	305,000
Safeguard Systems Command	172,500,000
U.S. Army, Alaska	1,718,000
U. S. Army, Hawaii	4,787,000
Modern Volunteer Army, various locations—Barracks Improvements	35,500,000
Various locations—Air Pollution Abatement Facilities	35,512,000
Various locations—Water Pollution Abatement Facilities	32,791,000
Total, inside the United States	544,555,000

Section 101 outside the United States

Command:	Cost
United States Army Forces, Southern Command	$8,026,000
Safeguard Systems Command	5,637,000
U. S. Army Security Agency	1,875,000
Modern Volunteer Army, various locations—Barracks Improvements	12,500,000
U.S. Army, Europe	21,946,000
Germany	(1,946,000)
NATO Infrastructure	(20,000,000)
U.S. Army Strategic Communications Command	1,652,000
Total, outside the United States	51,636,000
Total new authorization	596,191,000

TABLE II.—MILITARY CONSTRUCTION, ARMY PROGRAM PROPOSED FISCAL YEAR 1972 AUTHORIZATION SUMMARY BY FACILITY CLASSES AND CONSTRUCTION CATEGORIES

	Total	Percent of total
Operational and training facilities	$180,549,000	30.3
Maintenance and production facilities	20,202,000	3.4
Research, development, and test facilities	30,972,000	5.2
Hospital and medical facilities	123,084,000	20.6
Housing and community facilities	134,767,000	22.6
Utilities and ground improvements	86,617,000	14.5
Air pollution abatement facilities	(35,512,000)	(6.0)
Water pollution abatement facilities	(32,791,000)	(5.5)
Other	(18,314,000)	(3.0)
NATO	20,000,000	3.4
Total	596,191,000	100.0

PROGRAM HIGHLIGHTS: MEDICAL FACILITIES

General YATES. The request of $123.1 million for medical facilities constitutes approximately 20 percent of the construction program for our installations in the United States. The largest single item in this category is for a new hospital at Walter Reed Army Medical Center. In fiscal year 1971 the Congress approved $10.2 million to provide interim patient facilities and to initiate the site preparation and install utilities for the new hospital. This year we are requesting authorization of $112.5 million for construction of the new main building which will provide the facilities required to maintain this world renowned medical center in the forefront of medical treatment. The hospital will provide 1,280 beds and upon completion will include the most modern medical facilities now available and will have the flexibility to allow new equipment to be installed when it is developed.

Design of the main structure is now well underway. A distinguished group of architects, engineers, and medical consultants are teamed in the design effort for this facility.

Senator SYMINGTON. At this point, will you place in the record who the architects were, who the engineers and medical consultants were, and on what basis how they were chosen?

General YATES. Yes, sir, we will.

Senator SYMINGTON. Thank you.

(The information follows:)

The Architect/Engineers are:

Stone, Marraccini and Patterson, Architect/Planning and Milton T. Pflueger, Architect—a joint venture.

The method used to choose the Architect/Engineers was as prescribed by Section 18, Part 4—Architect-Engineers Selection procedures, of the Armed Services Procurement Regulation (ASPR). The procedure followed in selection of the Architect/Engineers for the new Walter Reed General Hospital was as follows:

(*a*) Architect/Engineer firms are catalogued by computer in the Baltimore District Engineer's Office. (Over 700 firms are on file.) A preliminary computer selection of 35 firms was made based on the following:

Firm must have a strength of at least 50 persons.

Number one capability must be architectural design.

Number one specialty must be hospital design.

(*b*) Following the computer selection, the district engineer queried the Office of the Chief of Engineers (OCE) as to additional names to be considered. OCE in turn queried the Office of the Surgeon General (OTSG) as to suggestions based on known expertise or experience. Five additional firms were added to the district computer list.

(*c*) A preselection meeting in the District was held on 29 August 1968, attended by representatives of OCE, OTSG, and the North Atlantic Division (NAD), in addition to the district board members. Qualifications of 40 firms were reviewed at this meeting, and the list was narrowed down to six firms. It was the decision that additional information should be obtained from and regarding those six firms.

(*d*) On 30 August 1968, a letter was written to each of the firms. The firms responded by submitting additional information and requesting interviews for presentation of their respective backgrounds and qualifications. All requests were honored and members of the selection board conducted the interviews.

(*e*) On 10 September 1968, the selection board met and made its selection on the basis of qualifications and capabilities.

(*f*) The selection list was carefully reviewed in OCE, was concurred in, and formally submitted through channels to the Office of the Secretary of Defense for approval.

The selection was made in a careful and deliberate manner, it was done within the intent of the ASPRs, and the firms selected are those best qualified to do the design of the 1,280-bed general hospital at Walter Reed Army Medical Center. The joint venture Architect/Engineer selected has successfully designed three major hospital projects for the Department of Defense since 1964, namely, Letterman General Hospital, San Francisco, California; Oak Knolls Naval Hosiptal, Oakland, California; and U.S. Army Hospital, Fort Ord, California. This joint venture firm is thoroughly familiar with Department of Defense and OTSG medical facility requirements and criteria. The joint venture firm has a combined strength of 125 people, including 41 architects.

The civilian medical consultants are:

John D. Porterfield, M.D., Chairman, Joint Commission on Accreditation of Hospitals, Chicago, Illinois, Medical Consultant Coordinator

Reuben M. Cherniack, M.D., Sanitarium Board of Manitoba, Central T. B. Clinic, Winnipeg, Manitoba, Consultant in Clinical Investigations (Medical)

John M. Freeman, M.D., Johns Hopkins Hospital, Baltimore, Maryland, Professor of Neurology and Pediatrics, Pediatric Consultant (Neurology)

David M. Hume, M.D., Professor and Chairman, Department of Surgery, Medical College, University of Virginia, Charlottesville, Virginia, Transplant Unit Consultant

Marshall B. Kreidberg, M.D., Professor, Pediatrics, New Encino Medical Center Hospital, Boston, Massachusetts. Consultant in Pediatrics (Newborn, Nursery)

Harold Laufman, M.D., Ph.D., Director of Institute for Surgical Studies at Montefiore Hospital and Medical Center, New York, New York, Surgical Consultant

William P. Meacham, M.D., Professor, Neurological Surgery, Vanderbilt University, Nashville, Tennessee, Neurosurgical Consultant

Lawrence E. Meltzer, M.D., Director of Clinical Investigation (Research Institute), Presbyterian-University of Pennsylvania Medical Center, Philadelphia, Pennsylvania, Cardiology Consultant

Robert D. Moseley, Jr., M.D., Professor and Chairman, Department of Radiology, School of Medicine, University of Chicago, Chicago, Illinois, Radiology Consultant

Roderic H. Phibbs, M. D., Assistant Professor of Pediatrics, University of California, San Francisco Medical Center, San Francisco, California, Pediatrics Consultant (Newborn ICU, Suspect Nursery, Premature Nursery)

Arthur E. Rappoport, M. D., Director of Laboratories, Youngstown Hospital, Youngstown, Ohio, Pathology Consultant
William Tester, M. S., Associate Professor of Hospital Pharmacy, College of Pharmacy, Iowa City, Iowa, Pharmacy Consultant

The Architectural-Engineering firm was directed to retain the services of highly qualified medical consultants for planning the unique requirements of this hospital. They chose Dr. John D. Porterfield of the Joint Commission on Accreditation of Hospitals to select and coordinate the activities of this group. These selections represent persons of known expertise in the medical profession and their selection was reviewed and approved by OTSG prior to initiation of planning. The civilian consultants were supplemented by military consultants in many specialty areas.

General YATES. Other medical facilities in this program include an addition to the clinics at Womack Army Hospital, Fort Bragg, air conditioning and general improvements at Brooke Army Medical Center, Tex., and a 28-chair dental clinic at Fort Knox, Ky.

BACHELOR HOUSING

The fiscal year 1972 program provides for construction of 7,420 new barracks spaces and 1,310 bachelor officer quarters at permanent installations in the United States. The new barracks will be constructed primarily at installations where a large number of officers will be attending Army professional schools. The cost of these new facilities will be $60.7 million.

Another $13 million will be utilized to completely modernize 4,927 permanent barracks spaces which were built between 1895 and 1939 and must be improved to meet current living standards.

In addition, this year's program contains $48 million for the provision of increased privacy for the individual soldier in existing barracks throughout the world as one of the improvements required for the modern Volunteer Army. These funds will permit the subdivision of a large number of the current open sleeping areas into 2- to 4-man sections in conformance with modern standards of dormitory living.

Senator SYMINGTON. Will you at this point file where this money is going to be spent country by country?

General YATES. Yes, sir.

(The information follows:)

This year's program contains $48 million for improvements to existing barracks required for the Modern Volunteer Army as follows:

Location:	*In millions*
CONUS—Various locations	$35.5
Germany	10.0
Korea	1.0
Panama	0.5
Okinawa	1.0

COMMUNITY FACILITIES

The welfare of the individual soldier is, of course, dependent upon many factors besides his housing and medical care. Of major importance are those community functions which relate to his and his family's daily needs. The total requested for these items is $9.8 million, which provide a number of diverse facilities including commissaries at Fort Bragg and Fort Carson, a laundry at Fort Lewis, major post

offices at Fort Lee and Fort Bliss and an enlisted men's service club at Fort Sill.

An addition to a junior-senior high school for dependent children in Germany is also being requested to reduce overcrowding and alleviate substandard conditions. The necessity for improvement of the educational facilities in Germany has been recognized for several years and this project will continue the modest fiscal year 1971 program which provided for the improvement of certain elementary and high school facilities.

CONFINEMENT FACILITIES

The Army is also requesting improvement and expansion of two confinement facilities in fiscal year 1972 as a continuation of the program to provide modern regional stockades for confinement of military personnel accused or convicted of violations of military law. Facilities at Fort Meade, Md., and at Fort Lewis, Wash., will be improved as part of the fiscal year 1972 MCA program at a cost of $2.6 million. This program for improvement of confinement facilities is in keeping with the recommendations of a special civilian committee which studied the Army confinement system.

ELECTRICAL SUPPLY AND DISTRIBUTION

The continuing rise in the demand for electrical power due to changes in communications, modern weapons, training techniques, and living standards has overtaxed the electrical systems on many Army installations. To rectify this situation, approval is requested to upgrade the electrical utilities at six major installations in the United States at a cost of $6.7 million; improvement of electrical facilities at various communication sites overseas and at the Kwajalein Missile Range will cost an additional $1.8 million.

REDUCTION OF ENVIRONMENTAL POLLUTION

In support of the national goal to reduce environmental pollution the Army has included in the fiscal year 1972 program $35.5 million for air pollution abatement and $32.8 million for water pollution abatement. These projects will reduce particulate and gaseous emissions, provide incinerators for waste disposal, provide treatment of industrial wastes, provide connections to regional sewage plants, and upgrade existing sewage treatment plants to conform with local and Federal standards. These projects have been coordinated with the other Federal agencies involved in pollution abatement and are generally in phase with the environment improvement plans of the nearby local communities. This phase of the environmental pollution control program will improve facilities at 48 military installations in 25 States at a cost of $68.3 million.

RESEARCH AND DEVELOPMENT

To support our research and development program, we are requesting $31 million. Of this amount, $5.1 million is for facilities at two

test ranges. The continuing program for upgrading the White Sands Missile Range in New Mexico will require $2.2 this year. At the Yuma Proving Grounds $2.9 million will provide facilities for weapons testing.

The major portion of the funds requested in support of research and development is required to continue the construction of two major laboratories. In fiscal year 1971 the Congress approved the first phase of the construction required to move the Harry Diamond Laboratories from the present inadequate facilities in a combination of leased buildings, trailers, and a portion of the old National Bureau of Standards site to the vicinity of the Naval Ordnance Laboratory in Maryland. Now, $9 million is required for the second phase of this three-phase program to relocate the Army's research and development center which specializes in basic and applied research on fuzes and ordnance electronics materials.

A similar project provides $10.5 million for the second phase of the three-phase construction program at the Western Medical Institute of Research located in the Presidio of San Francisco. This will enable the construction to continue on a modern facility, adjacent to the Letterman General Hospital, in which we can bring together associated medical research activities.

Another project will provide facilities for the Engineer Topographic Laboratories which are responsible for research into point positioning, mapping geodesy and military geographic intelligence. These facilities will not only vastly improve the mission performance of this important laboratory but will allow the release of space occupied at the U.S. Army Topographic Station and the U.S. Army Mobility Equipment Research and Development Center at Fort Belvoir which is required for those agencies. In addition it will permit the consolidation of activities now housed in leased trailers and leased office space, which will no longer be required.

REHABILITATION OF THE BOYD-ROOSEVELT HIGHWAY

Under the provisions of the Highway Convention between the United States and the Republic of Panama which entered into force on April 11, 1955, the United States accepted responsibility for maintenance of the Boyd-Roosevelt Highway which generally parallels the Panama Canal. The highway was built during World War II under emergency conditions and is not able to withstand the current traffic loads.

The Army was assigned and discharged the maintenance responsibility for this road, however, it has now deteriorated to the extent that major rehabilitation is required. Therefore, the Army is requesting in fiscal year 1972 $8 million to accomplish this work and thus comply with our international commitment.

KWAJALEIN MISSILE RANGE

The Kwajalein Missile Range in the Marshall Islands is a national range for testing various types of equipment for the Safeguard and other missile programs. The extensive development of test facilities in this area and the major programs underway make it necessary to

improve the facilities for the handling of seaborne cargo. This year we are requesting $5.3 million to maintain the harbor and expand the cargo pier.

MAINTENANCE FACILITIES

The maintenance facilities required to support the large peacetime equipment inventory are divided into those required by the troop units with organizational and direct support maintenance missions and those required for depot maintenance. This year we are requesting $5.1 million to replace and improve our depot maintenance facilities at the Aeronautical Maintenance Center at Corpus Christi, Tex., where the Army activity is co-located with a Navy installation and $0.3 million for improvement of ammunition maintenance facilities at the Letterkenny Army Depot, Pa.

Two major projects are included to provide maintenance facilities for troop units. At Fort Campbell, Ky., $10 million is required for facilities which will support a large number of aviation units. At Fort Hood, Tex., $4.8 million will be required to provide maintenance facilities for the tracked and wheeled vehicles of a division located at this major installation.

SAFEGUARD

The Safeguard portion of the program before you contains $167.3 million for tactical and supporting facilities and $5.2 million to reduce the impact on local communities.

NATO INFRASTRUCTURE

Continuing the procedure established in fiscal year 1968 this program contains $20 million to support the U.S. share of infrastructure construction for the collective defense of the North Atlantic Treaty Organization.

Senator SYMINGTON. Will you detail for the record what the $20 million will be used for?

General YATES. Yes, sir. The specific projects, of course, for which it will be used are determined by NATO. This is the U.S. share for those projects.

Senator SYMINGTON. You just put this up in a lump sum?

General YATES. Yes, sir; then the particular projects are established by the NATO for funding.

Senator SYMINGTON. What percentage of the total is the $20 million?

General YATES. This is approximately 30 percent.

Senator SYMINGTON. Please supply it for the record.

General YATES. Yes, sir, I will give you the exact figures.

Senator SYMINGTON. Thank you.

(The information follows:)

The FY 72 program request is for $20 million. The estimate of obligations for FY 72 is $50 million with $30 million being funded from the unobligated balance and recoupments. It is estimated that the NATO Payments and Progress Committee will authorize funding of projects totalling $160 million during the fiscal year. The U.S. share of $50 million is 31.2% of this total. Some of the projects estimated to be authorized for funding during the fiscal year are from past year programs when the U.S. share was higher than the present share of 29.67%.

General YATES. I would like to make an insert in my prepared statement at this point, Mr. Chairman. Since the preparation and submission of this program the Army has continued to review its requirements very carefully and as a result certain changes in the program can now be recommended. It is now possible for us to withdraw a request for $654,000 for an ASA barracks at location 90 due to a change in mission and also to withdraw a portion of the project for the range improvements at White Sands Missile Range. A part of the Distant Optical Attitude Measuring System estimated to cost $253,000 is no longer required and a reduction in this project is therefore being requested.

Our request for a deficiency for the Carlisle Barracks heating plant conversion project must be increased by $89,000. Recent information from the utility company at Carlisle Barracks has revealed that the company will not be able to provide uninterrupted gas supply and therefore, it will be necessary to supply oil storage tanks to allow the use of oil during extremely cold weather.

The net result of these changes will be a reduction of $818,000 in the Army request.

U.S. MILITARY ACADEMY

Although there are no projects for West Point in the 1972 program, I would like to inform you that a Planning Advisory Board has been formed with members consisting of distinguished retired military and highly qualified civilian representatives who will provide professional advice and recommendations to the Department of the Army concerning the military construction program at West Point. At their first meeting in January, the Board members were acquainted with the West Point environment and requirements. At a subsequent meeting, the Board considered some of the immediate construction planning problems and prepared a special report recommending actions concerning the current construction program. This special report has been approved by the Secretary of the Army and copies have been forwarded to the Armed Services Committees and the Appropriations Committees.

Senator SYMINGTON. General, as a result of a letter I received, will you supply for the record here the members of the Board to which you refer?

General YATES. Yes, sir.

Senator SYMINGTON. And also whether any members of that Board have any interest in the current construction program in question.

General YATES. Yes, sir. I am confident that none of them do.

Senator SYMINGTON. Also whether any members of that Board have had past contractual relationships with the Army.

General YATES. Yes, sir.

Senator SYMINGTON. Thank you.

(The information follows:)

The membership of the United States Military Academy Planning Advisory Board consists of voting and non-voting members.

VOTING MEMBERS

LTG Arthur G. Trudeau, USA (Ret), Chairman of the Board: General Trudeau is former Chief of Research and Development, United States Army. He retired from active military duty in 1962 and is currently a consultant to North American Rockwell Corporation in Washington, D.C.

Mr. Hugh A. Stubbins, Jr.: Mr. Stubbins is a nationally prominent architect and president of his own architectural-engineering firm, Hugh Stubbins & Associates, of Cambridge, Massachusetts. Mr. Stubbins has had no experience with U.S. Army funded construction.

RADM Peter Corradi, USN (Ret): Admiral Corradi is former Chief of the Bureau of Yards and Docks, United States Navy. He retired from active duty in 1965 and is currently an official with Raymond International in New York, an international construction company. Raymond International has performed considerable work for the U.S. Army, particularly in the Civil Works area and overseas; however, this organization has no record of experience at the U.S. Military Academy.

Mr. Lyle Garlock: Mr. Garlock is former Assistant Secretary of the Air Force (Financial Management), Vice President of Eastern Airlines, and is currently the Chairman, Foreign Claims Settlement Commission.

General Harold K. Johnson, USA (Ret): General Johnson is former Chief of Staff, United States Army. He retired from active duty in 1968 and is currently President of the Freedoms Foundation at Valley Forge, Pennsylvania.

Mr. Robert L. Michaels: Mr. Michaels is a former Staff Member, Committee on Appropriations, House of Representatives; Programming Advisor, International Bank for Reconstruction and Development, and is now retired.

Mr. Morrough P. O'Brien: Mr. O'Brien is Dean Emeritus, Univeristy of California. He is a consultant to General Electric Company and a member of the U.S. Army Coastal Engineering Research Board.

Mr. Willie J. Usery: Mr. Usery is Assistant Secretary of Labor for Labor-Management Relations, U.S. Department of Labor.

LTG Walter K. Wilson, USA (Ret): General Wilson is former Chief of Engineers, United States Army. He retired from active duty in 1965 and is currently a consultant to Southern Industries Corporation, Mobile, Alabama. Southern Industries is primarily a products oriented organization.

Mr. Edward J. Sheridan: Mr. Sheridan, a long time government employee, is currently Deputy Assistant Secretary of Defense (Installations and Housing).

Mr. Carlton Rosenburgh: Mr. Rosenburgh, now retired, is former Vice President of Turner Construction Company of New York, a nationally prominent construction firm. Turner Construction Company is very active in construction in the New York area and has an extensive record of working on government funded buildings. The company has no recent record of work at the U.S. Military Academy and no record of having bid on projects at West Point.

NON-VOTING MEMBERS

The Board also has six non-voting active duty Army members:

Maj. Gen. Linton S. Boatwright, Director of Individual Training, Office of the Deputy Chief of Staff for Personnel.

Maj. Gen. Elmer P. Yates, Director of Installations, Office of the Deputy Chief of Staff for Logistics.

Maj. Gen. Daniel A. Raymond, Director of Military Construction, Office of the Chief of Engineers.

Col. James Barnett, District Engineer, New York Engineer District.

Col. Charles R. Broshous, Director, Expansion Planning and Control Office, U.S. Military Academy.

Col. Leon J. Hamerly, Facilities Engineer (and Board Secretary), U.S. Military Academy.

SUMMARY

General YATES. In summary, the fiscal year 1972 MCA program has been carefully designed to enhance the welfare of the soldier by improving primary medical care facilities, bachelor housing, community facilities, and general environmental working conditions. In addition the Army is fulfilling its mandate to control environmental pollution and improving its operational capability. Because of possible changes in the force structure of the Army, very careful consideration has been given to insuring that the projects requested are located only at "hard core" installations where the facilities will be fully uti-

lized even if the strength of the Army is reduced below currently planned levels.

This concludes my presentation of the Army's fiscal year 1972 "Military Construction Authorization" request. The detailed project justifications supporting the Army request are contained in the book which has been furnished to the committee. The projects are arranged by category with certain special interest items shown separately at the end of the book.

I will be pleased to answer any questions the committee may have or to see that the answers are provided.

I would like to mention that with me this morning are Lieutenant General Leber who is the manager of the Safeguard program, Major General Raymond, Director of Construction of the Office of Chief of Engineers, and Brigadier General Hackett, from the Office of the Surgeon General, who, I am sure, can answer any questions that you may have in their particular areas.

Senator SYMINGTON. Thank you, General.

BARRACKS RENOVATION

Before we go into the line item justifications, I have a few general questions I would ask. Since about 22.6 percent of your program is devoted to housing and community facilities, which include bachelor personnel housing, will you give us a breakdown on this and tell us how much is devoted to the renovation of existing quarters, how many new spaces will be provided, et cetera? You may do that for the record.

General YATES. I can give it to you briefly. We are building 7,420 barracks and 1,310 BOQ spaces, and completely renovating 4,927 barracks spaces. In addition to this, the $48 million specifically directed toward the volunteer Army program will improve, but not completely modernize, over 100,000 barracks spaces worldwide.

Senator SYMINGTON. That is a good summary.

We understand that about 11.5 percent of your program is devoted to air and water pollution abatement projects which total about $68.3 million. Will this substantially wind up this program as you now see it, or may we expect another large increment next year?

General YATES. There will be another large increment next year. As we presently see it, it looks like about $50 million of which $20 million will be for air pollution and $30 million for water pollution. Beyond that it presently looks as though there is in the longer range a requirement for about $10 million more. These funds are for problems we can currently identify but we do not have the technology to overcome. Specifically, incinerators are needed to handle disposal of explosives which do create a degree of air pollution; however, we don't have the technology to accomplish this yet. So we expect an additional fund requirement on the order of $60 million to overcome the problems that we now can anticipate.

OVERSEAS CONSTRUCTION

Senator SYMINGTON. Thank you. As previously mentioned, you have indicated that less than 9 percent of your program is for over-

seas construction. Will you tell us where this construction is proposed?

General YATES. Yes, sir.

Senator SYMINGTON. You can file that for the record.

General YATES. Yes, sir.

(The information follows:)

[Dollars in thousands]

Location of overseas construction and item	Amount
Panama Area Canal Zone: Rehabilitate Boyd-Roosevelt Highway	$8,026
Kwajalein missile range: Cargo pier addition	2,507
Kwajalein missile range: Harbor and channel dredging	2,772
Kwajalein missile range: Electrical system feeder modification	358
ASA location 90: Enlisted men barracks without mess	654
ASA location 263: Operatons building	111
ASA location 264: Operations building	133
ASA location 266: Operations building	95
ASA location 276: Airfield expansion	882
Germany: Junior/senior high school addition	1,427
North Wuerttemberg District: AUTOVON switching center	519
Various locations, Europe: NATO Infrastructure	20,000
Various locations, Germany: Defense satellite communications system	174
Various locations, STRATCOM: Upgrade power	1,478
Germany: Barracks improvement-modern volunteer army	10,000
Korea: Barracks improvement-modern volunteer army	1,000
Panama: Barracks improvement-modern volunteer army	500
Okinawa: Barracks improvement-modern volunteer army	1,000
Total	51,636

Senator SYMINGTON. Are you familiar with the study on military construction made by the Building Research Advisory Board, so-called BRAB report of the National Academy of Sciences? If so, what do you think of their findings and recommendations?

General YATES. Yes, sir; I am familiar with it and the Army has furnished its comments on the report to the Secretary of Defense. Briefly, we are in agreement in whole or in part with about two-thirds of the committee's recommendations. However, we are somewhat disappointed in certain aspects of the report. They appear to inadequately support certain recommendations and did not appear to really achieve the objective which they had, which was to make recommendations with regard to the most economical way of conducting design and construction in the military construction field.

There are no cost comparisons, for example, to substantiate certain recommendations. We agree with much of it, but parts of it we do not agree with.

EFFECT OF BRAB REPORT

Senator SYMINGTON. One of the BRAB report recommendations was that the Air Force be permitted to perform their own construction. If this were done, in your opinion would it have any appreciable effect on the operation of the Corps of Engineers?

General YATES. Yes, sir; I think it would have a significant effect with regard to the cost of operation but I would like to ask General Raymond to specifically comment on this.

General RAYMOND. General Raymond, Director of Military Construction, Office, Chief of Engineers.

We feel if this recommendation were carried out it would have a very drastic effect on the Corps of Engineers, the basis of this being

that for the last 5 years the ratio of the Air Force portion to the total military construction program executed by the Corps has run from 41 to 51 percent. If you add to these military construction programs the other Air Force and other military construction such as nonappropriated funds, the percentage is still significant, running from 22 to 40 percent.

Now, what this means is that if we were not to perform the Air Force mission we would have an excess capacity represented by these percentages. This would be particularly severe in its impact on our oversea area, and I don't mean by this to minimize the effect on the continental U.S. operation. In effect it would cause us to undergo a significant reduction in the capacity we now have in the field organization of the corps.

With this decrease in volume of work there would be an increase in the overhead cost of doing the Army programs which would be significant. By the same token, we contend there will be an increase in the cost of the Air Force performing their own work through creating another agency.

Senator SYMINGTON. Looking at the appropriations for military construction granted to the Department since 1966, we find that in each department there have been ups and downs in amounts granted ranging from $200 million to $400 million per year. It is therefore difficult for us to see how taking away $60 million to $100 million per year from the Corps of Engineers could make them inefficient when they have had to cope with much greater variations from year to year.

Would you comment on that. This question was also asked Assistant Secretary Shillito. It will be interesting to see what your thinking is.

General RAYMOND. Sir, my figures here for fiscal 1969, 1970, and 1971 show that the Air Force program which we handled for 1969 was $281 million, for 1970 was $186 million, and for 1971, $165 million. As I indicated before, these are not insignificant proportions of the total.

Senator SYMINGTON. As I understand it from the staff, the Air Force hasn't asked for all of the work, only part of it.

General RAYMOND. We are looking forward beyond the 2 years in which they have made requests. We anticipate that their requests would increase and it would not be long before they would have the entire program. The discussions in this committee have indicated a trend in that direction, or at least possible consideration of that direction. I am talking about, of course, the maximum impact which would occur if we lose it all. The impact would be reduced correspondingly if there were only percentage reductions in the allocation to the corps.

HOUSING AT SAFEGUARD SITES

Senator SYMINGTON. General Yates, we have pretty much covered the Safeguard requirements in hearings before the full committee several days ago. However, since those hearings, a matter has come to our attention that I should like to ask a few questions about. It relates to both temporary and permant housing for personnel at the Malmstrom Safeguard site in Montana. In Public Law 91-441, you were authorized 225 units of temporary housing to be used during

the construction phase of the Malmstrom and Grand Forks sites. Is this not true?

General YATES. Yes, sir, that is what the bill provides.

Senator SYMINGTON. We understand that a contract was let for 70 of these units at the Malmstrom site which are now in place. Do you contemplate the need for additional units at this location? (They are located in the town of Conrad.)

General YATES. I would think this might be possible but I would like to ask General Leber who, of course, directly supervises this program to comment on this.

General LEBER. Yes, sir; good morning.

Senator SYMINGTON. Good morning, General.

General LEBER. The answer to that question is that we don't know this morning because it depends on when we are able to award the principal construction contract at Malmstrom which you may recall has been held up because of high bids. We are now negotiating with the two bidders in an attempt to reduce the price. I do not know when we will be able to arrive at an acceptable price. It is possible that this will take some time so I don't know whether we will need additional temporary housing.

I can tell you that our policy will be to limit to the bare minimum any additional temporary housing which is provided.

Senator SYMINGTON. Will you outline for us the general terms of this contract, that is, just what it called for and what the cost or financial arrangements were? In other words, I am interested in knowing just what requirements were laid down that would justify $850,000 for 70 of these units at the Malmstrom site.

General LEBER. This contract was a service contract competitively negotiated. In other words, quotations were asked for and were received and then the final contract was negotiated to arrive at the lowest possible price.

Senator SYMINGTON. What price did you finally arrive at?

General LEBER. The final price including some modifications which were made after the original award is $878,901. Under this contract the contractor was to provide the housing, the land, the utilities, any support buildings such as recreation or laundry buildings, the streets, walks, the site preparation. He was to maintain, operate, and repair the housing during the life of the contract. He was to retain title to the housing and if he acquired title in the land, although we think he leased the land, and he was to collect the rent.

Now the Government under this contract was to specify minimum standards which included local codes, et cetera. The Government was to establish the rent levels, control the occupancy of the houses and pay to the contractor an amount which I have given you, and then guarantee the contractor a certain level of rental income based on 90 percent occupancy.

The term of the contract was approximately 4½ years. In the case of Malmstrom, it terminates on June 1, 1975.

Senator SYMINGTON. Now to recapitulate, as we understand it, the original contract for all 70 units was for $728,000, but you requested some six modifications which brought the price to $878,901, and in addition, the contract also guaranteed an occupancy rate of 90 percent

or a guaranteed rental of $528,650 through June 1, 1975. Over this 5-year period this amounts to $20,170 per unit which you will pay and yet at the end of the 5-year period the Government owns nothing. Does this properly sum up the situation?

General LEBER. Well, almost, sir. You say, which "we" will pay. If you are referring to the Government, the Government would not pay the total of what you have listed which amounts to $1,047,515. The reason is that the people who live in these houses will pay rent and we estimate the amount they would pay over the period that you have outlined, again 90-percent occupancy, which would be $436,020. So the net cost to the Government is estimated at $971,531. This works out at an average of about $13,850 per unit over the life of the contract.

Senator SYMINGTON. In fiscal year 1971 we authorized 400 units of housing for permanent party personnel at the Malmstrom and Grand Forks sites. Your original estimate on this housing was $22,000 per unit and you are now asking an increase to $23,000 per unit. You are also asking for an additional 215 units for each of these sites, those at Malmstrom to average $26,604 per unit. Based on these figures for permanent housing which you will own, do you not consider that you have paid an exorbitant price for the temporary housing which will have no residual value to the Government?

General LEBER. No, sir; we don't. This was a case of need determined by survey of the area before construction was started. It was found that housing was not there to accommodate the people necessary to supervise the construction so the decision made was to try to get temporary housing on a competitive basis. We did that. We received bids. We made Government estimates of what it would cost to get this kind of housing and we awarded to the low bidder. So I think it is just a matter of what you have to pay in that area to get this housing.

Senator SYMINGTON. Don't the personnel using this housing receive a rental allowance?

General LEBER. The military personnel do but most of the personnel that use this housing are civilians who do not get a rental allowance.

RENTAL RATES

Senator SYMINGTON. It has been stated that the rental rates specified in the "Request for proposals" were based on surveys and assessments of capable facilities in the area. As I understand it, the town of Conrad has a population of around 3,500 and there are no comparable facilities in the area.

Could you tell us more about this?

General LEBER. Yes, sir; I can. This is handled, the matter of establishing rents, under provisions of Army Regulations 210–12, which I will be glad to furnish for the record. But just to read the principle involved——

Senator SYMINGTON. I wish you would furnish it for the record.

General LEBER. All right.

(The information follows:)

The following Army Regulation (AR 210–12) governs the establishment of rental rates for quarters furnished federal employees:

*AR 210–12.

HEADQUARTERS,
DEPARTMENT OF THE ARMY,
Washington, D.C., October 10, 1966.

Army Regulation No. 210–12.

INSTALLATIONS

ESTABLISHMENT OF RENTAL RATES FOR QUARTERS FURNISHED FEDERAL EMPLOYEES

Section I.
General:
	Paragraph
Purpose	1
Applicability	2
Definitions	3

Section II.
Policy:
Basic rate principle	4
Utilities principle	5
Frequency of rental reviews	6
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*This regulation supersedes AR 210–12, 12 January, 1954, including C1, 28 May 1958.

SECTION I. GENERAL

1. Purpose. This regulation sets forth the principles and general policies for establishing and administering rents for quarters and charges for related facilities supplied the Department of the Army civilian employees, members of the military, and all non-government personnel where housing is essential to the performance of a Department of the Army activity.

2. Applicability. This regulation is applicable to all installations and activities under jurisdiction or supervision of the Department of the Army in the United States, its territories and possessions, the Commonwealth of Puerto Rico (including quarters at installations permitted to Department of Defense agencies), except as set forth in paragraph 11. (Foreign areas: It is the policy of the Department of Defense to establish fair economic charges for all family housing rental units owned or controlled by it; therefore, where feasible, Army commanders in foreign areas having such housing under their jurisdiction will establish procedures to conform to the general principles set forth herein so far as feasible and consistent with CPR T7.2 and the Overseas Differentials and Allowances Act (Title II, Public Law 86–707, 74 Stat. 793).)

3. Definitions. For the purpose of this regulation, the following definitions apply:

a. Quarters. All housing facilities supplied, under specific Department of the Army direction, as an incidental service in support of Government programs for which a rent and related fees are charged or required to be charged, the occupant for use of the premises.

(1) Includes—

(a) Housing owned or leased by the Government as well as housing supplied by contract between the Government and private firms.

(b) Housing not only for direct Government employees but also for Government contractors, contractors' employees, and all other persons whose housing is essential to the performance of a Government activity.

(c) All housing units, housekeeping and nonhousekeeping, including trailers, furnished and unfurnished, supplied personnel (civilian employees, military personnel or others) under specific Government direction, as in incidental service in support of Government programs.

(d) Inadequate public quarters occupied by military personnel on a rental basis.

(2) Excludes—

(a) Public quarters assigned to military personnel in lieu of BOQ.

(b) Quarters available for occupancy by personnel where forfeiture of a portion of per diem travel allowance is required.

(c) Privately owned Wherry housing.

(d) Government-owned or leased trailer parking facilities (for lease of trailer sites, see para 55, AR 405–80).

(e) Guest houses and other facilities operated substantially on the basis of nonappropriated funds primarily for purposes of welfare or recreation.

b. Utilities.

(1) Includes—

(a) Utility services as defined in AR 420–80.

(b) Related services when furnished as an individual service, such lawn care, garbage and refuse disposal.

(c) Janitorial and other custodial services.

(2) Excludes those services typically provided by a local government agency which a station commander provides in discharge of his overall responsibility and maintenance, such as police and fire protection and snow removal.

c. Professional fee appraisers. A private citizen, preferably a resident of the area, who has at least the minimum qualifications of an appraiser, grades 11 through 15, as set forth in Civil Service Standards, occupational series GS 1171.

d. Professional staff appraiser. An employee of a particular DOD component or other Federal Government agency who meets the same minimum qualifications as the fee appraiser.

e. Basic rental rate. The monthly rental value (comparable value) arrived at by application of the basic rent principle, i.e., comparison of Army-owned or controlled quarters, designated for occupancy on a rental basis, with comparable private rental housing. Facility charges (furniture, equipment, garage space, utilities, subsistence and laundry service, where furnished) will be excluded from the basic (shelter) rent.

f. Reasonable value. The value (fair rent value) arrived at by the application of the basic rent principle, or the principle as modified by allowable adjustments.

g. Rental quarters. Living units (housekeeping and nonhousekeeping; furnished and unfurnished) such as dwellings, apartments, dormitory rooms, bachelor quarters, trailers, VIP quarters, and other transient quarters to which the basic regulation is applicable.

Section II. Policy

4. Basic rate principle. a. Rental rates for quarters, equipment, furnishings, and services furnished occupants should be set at levels prevailing for comparable private rental accommodations in the nearest representative year-round community. Season rentals should be discounted or modified appropriately. Rents and other charges may not be set so as to provide an inducement in the recruiting or retention of employees, or as an inducement to encourage the occupancy of existing Government housing.

b. Where excessive differentials occur in the private rental market between rents for furnished and unfurnished housing, rates for Army-controlled facilities will be based on rents for unfurnished comparable units and adjustments made by adding a charge for furnishing in accordance with the following:

(1) Furnishings constituting equipment and accessories such as ranges, cabinets, refrigerators, will be included in the basic rent for the unit if such practice is common for rental housing in the area. If not the common practice, charges for excepted items will be made as stated in (2) below. In either event, the rent determined for housekeeping quarters will clearly distinguished which of these furnishing are included in the rent and what furnishings are not included and for which a separate charge is made.

(2) Where housing is provided with furnishings not included as a part of the rent, the additional charges will be based on the typical charge for furniture in comparable rental housing in the area. Adjustments upward or downward from this typical figure are authorized to take into account the general quality and condition of the Government furnishings. In no case, how-

ever, will a charge be set less than that amount required for a 10-year amortization of the value of such furnishings computed at time of determination of charge.

(3) The charge for furnishings in nonhousekeeping quarters may be included in rents assigned without distinguishing separately.

5. Utilities principle. An extension to the principle of equivalence with private housing practice, charges for utilities for family quarters will be set at the local prevailing rates for similar services. Utilities charged for housekeeping quarters will be clearly identified and distinguished from charges for rent. When furnished by the Government and metered or measured separately, domestic rates for similar services in the locality will be applied. When utilities are not metered or measured separately, charges will be set by comparison with the cost of such services to the occupants of comparable private rental housing. Utility charges for nonhousekeeping rooms may be included as a part of the rental rate without distinction as reflected in the private rental market.

6. Frequency of rental reviews. To assure that rental rates are maintained at levels currently comparable with the prevailing private rental market, new rates will be established at least once every 3 years. In addition, where unusual changes in local market rental conditions occur, more frequent reviews will be considered.

7. Responsibilities of Chief of Engineers. The Chief of Engineers or his designee is responsible for development of rental rates and charges for utility services for all quarters subject to this regulation. He will establish detailed guidelines for the development of rental rates and related charges for utilities and other services. The Chief of Engineers will provide detailed technical instructions for the guidance of his designees within the framework of the Bureau of the Budget Circular A–45, dated 31 October 1964, and DOD Instruction 4165.42, dated 18 October 1965, as modified, in establishing such rates, preparing rate schedules, transmitting rate schedules to installation commanders, processing appeals, monitoring the rental program and furnishing necessary reports.

8. Responsibilities of installation commanders. a. Installation commanders are responsible for promptly furnishing to the designee of the Chief of Engineers (appropriate U.S. Army Engineer Division or District Engineer) accurate lists of housing units subject to this regulation for establishment of rate schedules for rents and related utilities and service charges and keeping such lists current as changes occur. Lists of quarters subject to this regulation which have not had rates established and placed in effect consistent with this regulation within 2½ years preceding the date of this regulation will be transmitted to the Chief of Engineers' designee immediately upon receipts of this regulation. Data furnished will include the following as appropriate:

(1) Number of quarters by type (Capehart, Wherry, Lanham Act, Appropriated Fund (MCP), BOQ, VOQ, etc.) and by style (detached single family duplex one-story, or duplex two-story; BOQ/VOQ; living room bedroom and bath or living room-bedroom combination and bath, etc.)

(2) Building number or, as appropriate, address of each rental unit "keyed" to a representative-type unit.

(3) Foundation (kind of material).

(4) Exterior walls (kind of material).

(5) Roof (kind of material).

(6) Floors (kind of material).

(7) Rooms (functional purpose and quantity).

(8) Condition (standard or substandard).

(9) Floor plan of typical quarters (disregard slight variations).

(10) Photograph of representative quarters.

(11) Services provided (by Government and separately by nonappropriated funds).

(12) Equipment furnished (stove, refrigerator, etc.).

(13) Furniture and furnishings (living, dining or bedroom furniture, drapes, curtains, etc.).

(14) Fuel for heating (kind).

(15) Air-conditioning: Central, window type, or none.

(16) Automobile shelter: Garage, carport, or none.

(17) A description of capital improvements made subsequent to implementation of the existing rent schedule.

b. Installation commanders will promptly implement new rent schedules upon receipt from the designee of the Chief of Engineers. Schedules received at any

time from the 1st through the 20th of the month will require that the tenants be notified, no later than the 1st of the following month that the rent schedule will go into effect the 1st of the succeeding month. Thereafter, such information should be developed and furnished at least 6 months in advance of the next 3-year cycle whenever possible in order to allow sufficient time to develop new rental schedules. In the interest of economy, lists of housing units normally will include only those units which are occupied on a rental basis or likely to be assigned for occupancy on a rental basis within the next 6 months. Change 1.

c. Upon receipt of notice of changes in local domestic utility(s) rates occurring subsequent to receipt of rent schedules from the Division or District Engineer, installation commanders will promptly adjust utility charges for quarters metered or measured and notify the Division or District Engineer in order that correct schedules may be maintaind. When such changes would affect unmetered or unmeasured utilities, the Division or District Engineer will be similarly notified in order that a revised schedule of utility charges may be made and furnished the installation commander. Change 1.

9. Appraisals. In accordance with the rental policy established by this regulation, rate schedules of rents, utilities and related service charges will be developed by the Chief of Engineers or his designee on a 3-year repetitive cycle. Appraisal by qualified professional fee appraisers will be utilized in establishing schedules for the initial 3-year period. After the initial apprasal by professonal fee appraisers, the reappraisals for alternate 3-year periods thereafter may in the discretion of the Chief of Engineers be made by qualified staff appraisers.

10. Appeals. Installation commanders may appeal the schedules of charges for rents and utilities for quarters subject to this regulation in accordance with the following:

a. Constituent with DOD requirements any rent appeal will be processed so as to permit a decision by the reviewing authority and return within 60 days after original receipt of the approved rent schedule by the installation commander. Every reasonable effort will be made to comply with this requirement. If an appeal is made, the tenant(s) involved will be notified that the appeal has been made and that any adjustment of charges, upward or downward, resulting from the appeal will be made retroactive to the date the rental appealed from was first placed in effect. The increased rental rates, when collected, will be credited to the Finance and Accounting Officer's Suspense Account pending decision on the appeal. Upon a final determination, the applicable amounts, after any refunds to the housing occupants, will be transferred to the appropriate accounts as provided in chapter 6, AR 37–108. The appeal will be made in writing within 15 days after receipt by the installation commander of the approved rent schedule and will be addressed to the office from which the rent schedule was received and will reflect the date on which the schedule was received. Change 1.

b. Where the installation commander considers that rent and utility schedules do not reflect reasonable comparability with local private rentals and are inconsistent with the basic rent principle, he may appeal to the office which furnished the schedule, supporting his appeal with the facts and circumstances on which the appeal is based, indicating specifically which units and rates are considered inequitable and to what extent. The office responsible for making the schedule will carefully review the appeal and all data utilized in developing the schedule to assure that no discrepancies exist. Where discrepancies are found or the evidence furnished by the appellant otherwise warrants further evaluation, investigation or adjustment of the schedule, corrective action will be taken, approval thereof obtained in the same manner as the original schedule, and the resulting schedule submitted to the appellant for implementation. Where no corrective action on the appeal is deemed justified by the approving authority the appellant will be notified, with reasons therefor.

c. If an appeal is based on any of the following special grounds other than compliance with the principle of comparability or in addition thereto, it will be referred through the major commander to the Chief of Engineers, ATTN: ENGRE, Department of the Army, for review and decision:

(1) Space devoted to official use. Where the use of a portion of a quarters is required for the purpose of accommodating official visitors, for official office space or for the general convenience of the public, special consideration may be given to compensating adjustments in rent. In such instances the appellant should set forth in full detail the

circumstances detracting from the otherwise reasonable value of the quarters to facilitate a proper evaluation. The appeal will be reviewed by the major command and forwarded with recommendations to the Department of the Army.

(2) Excessive size or quality. If quarters of similar size and/or quality to that the employee would ordinarily select in the private market are not available and he is required to accept a size or quality in excess of his needs for lack of suitable alternate housing, the quarters may not have the same reasonable value to him that would otherwise be reflected by comparison with private rental housing. Cases in this category will be considered only if suitable alternate housing is not available to the employee. Occupancy will not continue beyond 1 month subsequent to the availability of suitable alternate housing on the installation or any private housing more suitable to his needs. In such instances temporary rental adjustments may be made by the Department of the Army if fully justified by the facts.

d. Appeals of rentals affecting quarters pertaining to the National Cemeteries will be made by the appropriate National Cemetery Supervising office to the Chief of Support Services for consideration and final decision.

11. Exceptions. This regulation is not applicable to quarters at Civil Works Projects. Provision and establishment of rents for quarters furnished Federal employees at Civil Works Projects will be in accordance with directives of the Chief of Engineers based generally on the basic principles and policies in this regulation.

12. Records. The Chief of Engineers or his designee will maintain complete records of proceedings, findings, and recommendations and other documents relating to the development of rent schedules for quarters subject to this regulation, including any subsequent appeals actions pertaining thereto. The Chief of Support Services will maintain complete records of appeal proceedings, findings, and decisions for rental rates at civil functions activities (National Cemeteries) under his jurisdiction and furnish an information copy to the Chief of Engineers.

13. Reports. BOB Circular A–45 indicates reports may be requested from time to time concerning the number of housing units, status of appraisals, results of reappraisals, occupancy, amount of rents and other charges, and related data. The DOD is developing an annual reporting requirement which will be issued later.

[ENGRE]

BY ORDER OF THE SECRETARY OF THE ARMY:

HAROLD K. JOHNSON,
General, United States Army,
Chief of Staff.

Official:

KENNETH G. WICKHAM,
Major General, United States Army,
The Adjutant General.

Distribution:

Active Army, NG, and USAR: To be distributed in accordance with DA Form 12–9 requirements for Administration–C.

General LEBER. Just briefly, the rental rates for quarters and services shall be set at levels prevailing for comparable private rental accommodations in the nearest representative year-round community. That is the policy.

Then further in this regulation it provides that appraisals will be made under supervision of the Chief of Engineers by the districts to determine what the rental should be.

In the case of Malmstrom, the appraisal was made by a firm, Gale H. Halliday, in Bellview, Wash., and I have here a copy of his appraisal which was prepared for the District Engineer, Seattle, and giving the details of how he arrived at the rents.

If you would like that, I would be glad to give you that.

Senator SYMINGTON. Will you supply it for the record?

General LEBER. Yes, sir.
(The information follows:)

October 27, 1970.

RENTAL APPRAISAL OF TEMPORARY FAMILY HOUSING IN CONRAD, MONT.

Re Contract DACA67–71–C–0007 Malmstrom Safeguard Project, Conrad, Montana—Rental Value Appraisal of 15 Boise Cascade Brookwood Two-Bedroom Trailers and 20 Boise Cascade Brookwood Three-Bedroom Trailers.

CORPS OF ENGINEERS,
U.S. Army Engineer District, Seattle,
Seattle, Wash.

GENTLEMEN: In accordance with the above referenced contract, I have carefully inspected the property involved and submit to you herewith six (6) copies of my appraisal of the Fair Rental Value of the above referenced trailers. Based entirely upon the trailer pads and trailer rentals investigated in Conrad, Montana, as of the date of appraisal, October 20, 1970. The following is my estimate of the Fair Rental Value:

	Monthly
Basic rental value two-bedroom trailer	$92.00
Trailer pad	30.00
Furniture	15.00
Washer	2.00
Dryer	2.00
Range	2.50
Refrigerator	2.50
Water	4.80
Electricity	10.00
Garbage	0
Sewer	0.43
Natural gas	12.00
Screens, drapes, carpeting, storm windows included with furniture	0
Total rental value	173.23

	Monthly
Basic rental value three-bedroom trailer	$104.00
Trailer pad	30.00
Furniture	15.00
Washer	2.00
Dryer	2.00
Range	2.50
Refrigerator	2.50
Water	4.80
Electricity	10.00
Garbage	0
Sewer	.43
Natural gas	12.00
Total rental value	185.23

In accordance with instructions from Mr. T. L. McPhail, I have estimated the Rental Value of the trailers and trailer pads, or lots, excluding the influence of the Malmstrom SAFEGUARD Project. Accordingly, the following is my estimated rental values:

	Monthly
Basic rental value two-bedroom trailer	$65.00
Trailer pad	25.00
Furniture	15.00
Washer	2.00
Dryer	2.00
Range	2.50
Refrigerator	2.50
Water	4.80

Electricity	10.00
Sewer	.43
Garbage	0
Natural gas	12.00
Total rental value	141.23

	Monthly
Basic rental value three-bedroom trailer	$73.00
Trailer pad	25.00
Furniture	15.00
Washer	2.00
Dryer	2.00
Range	2.50
Refrigerator	2.50
Water	4.80
Electricity	10.00
Sewer	.43
Garbage	0
Natural gas	12.00
Total rental value	149.23

In accordance with your instructions, I have also investigated the rental value of the trailers, considering a bachelor occupancy. Trailer Rental No. 7 is occupied by two bachelors. According to the owner, Mr. Poole, there is no distinction in the rental value between a family occupancy and two bachelors occupying a two-bedroom trailer, or three bachelors occupying a three-bedroom trailer.

Thus, in my opinion, the rental rate applicable per man to the two-bedroom trailer is $71.00 per man, and the rental rate applicable to the three-bedroom trailer is 50.00 per man.

Respectfully submitted,

GAIL H. HALLIDAY, M.A.I.

Senator SYMINGTON. We understand the "Request for proposals" specified rentals ranging from $150 per unit for a two-bedroom module to $180 per month for a three-bedroom unit. Yet these units are renting from $142 to $150 per month furnished and $127 to $135 per month unfurnished, and the Government is obligated to assume the difference between the actual rentals and that specified in the proposals. Why are they rented for less than the amount specified and why does the Government have to make up the difference, also what will it amount to?

General LEBER. The reason for the difference, sir, is that when they, the district went out for these proposals, and this was in the summer of 1970, they made an estimate of what the rent should be and this was prior to having received this appraisal which I have just mentioned. They estimated those rents as you have said, at $150 for two-bedroom and $180 for three-bedroom, and they went out for their quotations, received them and awarded the contract on that basis. Subsequently, when the appraisal was made and this report received from the appraiser, they found that he recommended $142 for the two-bedroom units and $150 for the three-bedroom. The contract had already been signed for provision of the housing so, therefore, the Government absorbed this difference which amounts to about $92,000 over the life of the contract.

Senator SYMINGTON. Granted this project was given to the lowest bidder, it would appear that whoever got the contract was able to pay for the entire project, including the mobile homes, for perhaps less

than the original contract and also has a guaranteed gross income of around $100,000 per year from the project and he will own the project at the end of the contract period. Doesn't this about sum up the situation?

General LEBER. Well, sir, included in this now, you must realize, in this service contract is the provision of the utilities, the operation and maintenance. We have a Government estimate of the breakdown of what all was involved in the way of expense to the contractor. This involves real estate site development, purchase of the trailers, interest on his investment, utilities and service costs, taxes, which he paid, maintenance and management, and then we did take into account the residual value of the trailers at the end of the contract. We estimated they have about 50 percent of their original value and this was taken into account in arriving at the Government estimate.

Certainly we expect that he will make a profit on this contract, but again we did it in a competitive way and awarded to the low bidder, and there is no other way.

Senator SYMINGTON. With great respect, because we are in deep financial trouble around here, I would like to repeat my question and get a more direct answer. This question has been prepared by the staff who went out to the site at the direction of the chairman of the full committee.

Granted this project was given to the lowest bidder, it would appear that whoever got the contract was able to pay for the entire project, including the mobile homes, for perhaps less than the original contract, and also has a guaranteed gross income of around $100,000 per year from the project, and he will own the project at the end of the contract period. Doesn't this about sum up the situation?

General LEBER. Well, I suppose if you gross the figures and when you say a gross income over the life of the contract, I think this is a rough estimate.

Senator SYMINGTON. If I may comment as a former businessman, even though you did give it to the lowest bidder, the contracts were very much in favor of any bidder regardless of who was low.

We understand it is your intention to contract for the permanent housing which has been authorized or will be authorized for the Malmstrom site in March 1972 with beneficial occupancy of the first 100 units in July 1973. Wouldn't it have been more logical to have gotten this housing underway much earlier and thus eliminated the need for some of this temporary housing?

General LEBER. Well, sir, no, I don't think it would. And I might say this was considered by the people involved, including General Starbird, the System Manager, and they decided that to start the permanent housing early would take effort and money, and remember now this permanent housing is going to be out at the tactical sites, not in the towns. This would mean putting in the utilities, putting in all of the services, doing all of this before you would start the tactical construction.

As it turns out, the way the Malmstrom project has developed, we have not awarded the principal tactical construction contract yet, so we would have permanent housing sitting out in the middle of the prairie.

Senator SYMINGTON. Thank you.

USE OF MOBILE HOMES

In the bill before us, you are requesting authority for several trailer court facilities which range from $3,000 to $3,270 per space. Did the Corps of Engineers consider the possibility of building the mobile home pads at the Malmstrom site themselves and buying or leasing the mobile homes?

General LEBER. Yes, they did, and their estimate was that it would cost the Government more to do it itself than it would through contract.

Senator SYMINGTON. We are informed that one of the six modifications you made after the contract was let, was in the amount of $68,000 to provide 10 spaces for privately owned trailers and to widen 15 more spaces. How do you reconcile this with the amount you are requesting for similar facilities in this bill?

General LEBER Well, this was a modification made, as you say, after the award of the original contract to provide a few spaces for people who owned their own trailers and to charge rent for those. This, I might say, was also done in the case of the temporary housing at Grand Forks.

Senator SYMINGTON. In passing, why couldn't the permanent housing be built in town? Wouldn't it be less expensive from the standpoint of schools and stores and so forth?

General LEBER. The answer to that is primarily a matter of operational requirements, and this is another thing that has been very carefully studied and I might say is being studied again in the case of Malmstrom because the Governor has written me a letter proposing that the permanent housing for Malmstrom be built as a suburb of the town of Conrad.

I have gone back to the Commanding General of the Army Air Defense Command, General Cassidy, and asked him to reconsider the operational requirement to see whether this might be a better solution. I don't have his answer as yet, but we will thoroughly consider again this question and eventually I will respond to the Governor.

Senator SYMINGTON. Roughly, when did you ask him for this information?

General LEBER. About 2 weeks ago.

Senator SYMINGTON. When do you expect to get an answer?

General LEBER. Oh, I would think in another week or two.

Senator SYMINGTON. Will you keep the committee informed?

General LEBER. Yes, sir.

(The information follows:)

DEPARTMENT OF THE ARMY,
OFFICE OF THE CHIEF OF STAFF,
Arlington, Va., June 25, 1971.

HON. JOHN. C. STENNIS,
U.S. Senate,
Washington, D.C.

DEAR SENATOR STENNIS: In my testimony before the Subcommittees on Military Construction of the Committee on Armed Services and the Committee on Appropriations of the U.S. Senate on 8 June 1971, I stated that I would inform the Committees of the results of the Army's re-evaluation of the matter of where permanent housing for the Malmstrom SAFEGUARD site should be located.

Our re-examination has been completed, and I am inclosing for your information a copy of my reply to Governor Anderson which explains the basis for ad-

hering to the Army's earlier decision to locate the Government housing at the tactical sites rather than in nearby communities.

Sincerely,

W. P. LEBER,
Lieutenant General, GS,
SAFEGUARD System Manager.

Enclosure.

DEPARTMENT OF THE ARMY,
U.S. ARMY SAFEGUARD SYSTEM OFFICE,
Arlington, Va., June 18, 1971.

HON. FORREST H. ANDERSON,
Governor of Montana,
Helena, Mont.

DEAR GOVERNOR ANDERSON: This is in response to your recent letter which suggests the construction of family housing for SAGEGUARD personnel in Conrad, Montana rather than at the MSR site, as now planned. I have delayed my reply until I could obtain the views of Lieutenant General Cassidy, the Commanding General of the U.S. Army Air Defense Command. His command will be responsible for the operations of the SAFEGUARD system, and therefore he is vitally concerned with the plans for housing and support facilities.

We have re-examined current housing plans with the view toward locating housing units in Conrad. The review considered all aspects which bear on the location, including program costs, morale, operational readiness and required manning levels.

To maintain the high degree of operational readiness required under the SAFEGUARD manning levels now authorized, standby operational and maintenance personnel must be immediately available on-site on a 24-hour basis to back up those personnel actively operating and maintaining the tactical system. Presently planned manning levels were established on the premise that on-site backup personnel would be available on-call in their homes and bachelor quarters on-site. If housing were not located on-site, operating personnel, under currently established manning levels, would be required to be on-site either at their duty station or in standby facilities for an average of 100 hours per week; the corresponding work week of maintenance personnel would approximate 70 hours per week.

Such long work schedules greatly exceed the Army's objectives of a 44-hour week. To maintain the high degree of readiness and morale so necessary to the SAFEGUARD program, a manning increase of over 300 for the two Malmstrom sites would be required to keep working hours at an acceptable level. Additional costs would be experienced to provide for more family housing units, bachelor quarters and barracks space and possible expansion of other supporting facilities, as well as added on-site alert facilities.

Previous analyses and our recent re-examination of the cost indicate that the overall requirements of the SAFEGUARD System can be met most effectively, and at lowest costs for manpower, construction and operations, by housing at the Malmstrom SAFEGUARD sites.

Sincerely,

W. P. LEBER,
Lieutenant General, GS,
SAFEGUARD System Manager.

Senator SYMINGTON. Who is responsible for drawing up the specifications and negotiating this contract?

General LEBER. The temporary housing?

Senator SYMINGTON. Yes.

General LEBER. Corps of Engineers.

Senator SYMINGTON. Does a similar situation exist at the Grand Forks, N. Dak., site?

General LEBER. Yes, sir; it does, although the numbers are different. There we have 115 units that are being provided under contract but the amounts of money are different.

I have all of those if you would like them.

Senator SYMINGTON. Yes; we would like that part of the record.

Are they costing more or less than at Malmstrom?

General LEBER. It is interesting that the per unit cost to the Government over the life of the contract at Malmstrom, as I have just told you, was $13,850. At Grand Forks, it was $13,200, a difference of only about $600.

Senator SYMINGTON. Would you file for the record the names of the contractors who bid on housing at the Malmstrom and the North Dakota base?

General LEBER. Yes, sir.

(The information follows:)

Following is a listing of contractors who submitted proposals for temporary family housing units for the Malmstrom and Grand Forks SAFEGUARD sites. Also included are the bid amounts and the major elements involved in each contract.

MALMSTROM

Firm and Location	*Bid*
Dyneteria Inc., Dunn., N.C	$728,000
Western States Construction Co., Loveland, Colo	768,000
Conrad Estates, Billings, Mont	795,500
Quinn Corp., Conrad, Mont	1,379,161
Government control estimate	850,000

Requirements include a 70 space mobile home park with 70 contractor owned units. Award was made to Dyneteria Inc., Dunn, NC in the amount of $728,000.

GRAND FORKS

First increment

Firm and Location	*Bid*
H&L Development Corp., Fargo, N. Dak	$400,200
Joe Mayo & Son Inc. and Dean Bjornson, Cavalier, N. Dak	598,898
Western States Construction Co., Loveland, Colo	575,312
Western States Construction Co., Loveland, Colo. (alternate location)	504,900
Gondreau & Radke, Walhalla, N. Dak	989,047
Cavalier Estates, Langdon, N. Dak	419,643
Government control estimate	375,000

Requirements included a 45 space mobile home park with 30 contractor owned units and 15 spaces for other units. After negotiations award was made to Cavalier Estates, Langdon, ND in the amount of $388,143.

Second increment

Firm and Location	*Bid*
Western States Construction Co., Loveland, Colo	$1,098,300
H&L Development Corp., Fargo, N. Dak	1,621,400
Southwest Development Co., Fort Worth, Tex	1,357,276
Government control estimate	948,124

Requirements included a 110 space mobile home park with 85 contractor owned units and 25 spaces for other units. Award was made to Western States Construction Co., Loveland, CO in the amount of $1,098,300.

Senator SYMINGTON. Senator Thurmond, I have some questions here prepared against the line items, so if you have any questions I think before we get into the details, it would be better to yield to you.

Senator THURMOND. Thank you, Mr. Chairman.

EXAMPLES OF CONSTRUCTION FACILITIES

General Yates, I was struck by your statement which pointed out that 43 percent of the Army's fiscal year 1972 military construction

request would be spent on facilities which would benefit the welfare of personnel, that is, quarters, medical facilities, and community support facilities.

You further noted that 29 percent would be spent on Safeguard and 11 percent, I believe, on pollution abatement.

General YATES. Yes, sir.

Senator THURMOND. I would, therefore, assume that regular construction projects must be receiving low priority.

Would you give me some examples of construction projects which would not fall in the categories already cited?

General YATES. Yes, sir. These relate to facilities in support of research and development, for example, which is about 5 percent of the budget request.

Maintenance and production facilities run about 3½ percent of our request. Utilities and ground improvements, of which a major portion is improvements of antiquated, if you will, electrical distribution systems at posts, and includes our air and water pollution projects, total nearly 15 percent. There are operational and training facilities which total about 30 percent of the total program.

Most of the operational and training facilities percentage is the Safeguard program but there is a substantial amount of other work and we feel——

Senator THURMOND. Let me ask the question over. Let's get your thinking clear on this.

According to the figures that I get here—if I am wrong I want you to correct me—43 percent is for military construction requests which would be spent on facilities which would benefit the welfare of personnel—quarters, medical facilities, and community support facilities.

Now, as I understand it, 29 percent is spent on Safeguard, 11 percent on pollution abatement. That makes 83 percent right there. Then you have 9 percent of your request is going to Army projects outside of the United States. Is that correct?

General YATES. Yes, sir.

Senator THURMOND. Well, that makes 92 percent.

General YATES. Part of that 9 percent, sir, a substantial part, includes some of the projects in direct support of the people. This is not an additive figure because the overseas construction is largely in direct support of personnel. That comes into the 43 percent which is a world-wide figure.

Senator THURMOND. When you add up 43 percent, 29 percent, 11 percent, and 9 percent, that makes 92 percent.

General YATES. Yes, sir. Except the 9 percent is not additive.

Senator THURMOND. Not added to what?

General YATES. The 43 percent.

Senator THURMOND. I am figuring the whole 100 percent.

General YATES. Yes, sir. But the 9 percent overseas includes projects that are within those other percentages you have mentioned.

For example, $12½ million of our VOLAR projects for improvement to barracks is overseas. You have included this in your other percentages. So it is not an additional 9 percent. There is part which is properly added.

Senator THURMOND. Well, I understand from your statement that 9 percent was going to projects outside of the United States?

General YATES. That is correct.

Senator THURMOND. And if that is the case, these categories all included make a total of 92 percent, leaving only 8 percent of the Army budget going to regular projects?

General YATES. No, sir. Regular projects, of course, include these that we have mentioned, but specifically the other projects are operation and training, maintenance, and research and development. In these categories we have about 10 percent of the budget rather than a higher percentage. We have put particular emphasis on people facilities. We have not ignored our operational requirements but there is a lower percentage than there has been in the past.

BARRACKS CONSTRUCTION PAST AND FUTURE

Senator THURMOND. Now, your table on page 3, I believe, shows $12 million going to overseas barracks improvements supporting the volunteer armed services concept. Also I note $35 million is slated for similar improvements in the United States.

As you know, the Congress has not yet approved the volunteer concept and may not approve it.

How much money was spent in this category last year and what are your projections for future spending?

General YATES. Although we have identified this project as VOLAR, this project is no different from our other efforts to improve the living facilities for our people. It has been separately identified here because it was introduced late in the budget and has a particular emphasis which has been prompted by our efforts to reduce our reliance on the draft.

In the field of military construction we have spent approximately $4.2 million of fiscal year 1971 funds, with the concurrence of the committee, on projects related to our efforts to make the military service more attractive.

We do not yet have a specific program that we could call VOLAR for future years; however, we plan to continue to emphasize those projects that will increase the attractiveness of a service career and will particularly benefit the welfare of our personnel who unfortunately have been living in deplorable conditions, in many cases.

There is nothing unique about this. It is an increased effort to try to improve the living conditions for our soldiers. Although it is called VOLAR, there is nothing different about it from the other projects that we have for the same purpose.

Senator THURMOND. How would the $12 million volunteer armed forces overseas barracks improvement be affected if the United States reduces its forces in Europe, as we all hope can be done?

General YATES. About 10 million of this project is programed to be spent in Europe in the Kasernes that we contemplate will be occupied for a long time. We do not visualize that it would be substantially affected if there were a reduction in the forces in Europe, but without definition of the extent of the reduction and where it might be applied, I could not answer more specifically.

Senator THURMOND. You mean if they reduce the troops over there 100,000 it wouldn't affect this amount?

General YATES. The total amount of money that we are spending on barracks in Europe in order to try to recover from the deplorable conditions would no doubt be reduced, yes, sir. Exactly which barracks would be affected by troop withdrawals, we would have to identify and we would terminate any work in those.

EUROPEAN CONSTRUCTION

Senator THURMOND. Now, is the $20 million scheduled for construction in Europe to support the NATO infrastructure fully justified in view of the hope for troop reductions in Europe?

General YATES. Yes. This is a treaty commitment. It is the United States' share of this multi-national infrastructure program. This is the amount of money that we expect will be needed to meet our obligations during fiscal year 1972, taking into consideration the money which has been previously approved and is available.

Senator THURMOND. I want to ask you about the matter of the Canal Zone.

I understand the United States has about 11,000 military personnel in the Canal Zone. For what purpose is $8 million for expenditure in this area?

General YATES. This $8 million, sir, is again in response to a treaty commitment, a highway convention which was executed in 1955 whereby the United States agreed to accept responsibility for maintenance of the Boyd-Roosevelt Highway which parallels the Panama Canal. In return, the United States gets free use of all highways within Panama.

The road is in such poor shape that it cannot be maintained. The concrete is breaking and requires major rehabilitation. This repair project is an obligation the United States has under the commitment to maintain the highway. We are endeavoring to satisfy this specific treaty obligation.

Senator THURMOND. It is my hope we will not give up the Canal down there but there is sentiment the other way. The previous administration had a treaty prepared and started to submit it to the Senate and never did do it. There is talk this administration may submit a treaty along that line and if they should and turn that Canal over to Panama how would this affect this figure?

General YATES. This is a current requirement, Senator Thurmond, to rehabilitate this road which is in very poor shape. The terms of a subsequent treaty, of course, could be entirely different with regard to our obligation for the highway.

I would not expect that any such new negotiations could be consummated prior to the completion of this project. This is now urgently required. We would expect to start the work as soon as funds could be made available.

Senator THURMOND. General Yates, are the three services following similar barracks improvement plans? If not, why should one service offer its men better facilities?

General YATES. All services are working toward the same objective. Fundamentally we are trying to provide increased space and increased privacy and all three services are going in this direction both with new barracks and improvement of existing barracks.

Senator THURMOND. Are they following similar barracks improvement plans?

General YATES. The specific improvements they are making, I am sure, are parallel to ours but I am not familiar with the detailed modifications which they may be making to their buildings. I know they are doing some.

Basically our barracks designs are very comparable now. I would expect that their program would be in parallel with ours although they are working with basically different structures in many cases.

Senator THURMOND. You don't know whether they have certain plans for a certain type barracks and whether that type is used by all of the services and can be built at the same figure?

General YATES. No, sir; I am not familiar with them. There are a few of the older barracks which are being improved that are similar among the services. Each type has to be addressed with a separate design basically. We are finding this necessary.

Senator THURMOND. I might want to address this subject to General Hackett.

General Hackett, you may wish to take this question. Does the $112½ million requested this year for the new main building at Walter Reed close out the cost of this project and, if not, what are the estimated closeout costs?

General HACKETT. These are the costs involved for construction of the hospital building to include the parking structure, sir. There are additional projects that will be requested in subsequent fiscal years at the Walter Reed Army Medical Center to complete the overall plan.

Senator THURMOND. What is the total cost of this complete rebuilding and renovation improvement?

Colonel HEADY. It is at this moment $222 million. That is the total including some construction that is going on now, the funding that was granted last year and then through all our programs.

Senator THURMOND. $222 million?

Colonel HEADY. Yes, sir.

Senator THURMOND. How much of that actually has been appropriated prior to this request?

Colonel HEADY. Something over $13 million, sir.

Senator THURMOND. $13 million?

Colonel HEADY. Yes, sir.

Senator THURMOND. So the $112½ million this year will still leave then approximately $90 million more; won't it?

General HACKETT. Correct.

Senator THURMOND. In the future?

General HACKETT. Yes, sir.

Senator THURMOND. Thank you very much.

Thank you, Mr. Chairman.

Senator SYMINGTON. Now let's take up detailed projects.

FORT BRAGG, N.C.

On page 4, Fort Bragg. This project, as we understand it, was denied last year since you did not know when the equipment to be installed therein would be delivered.

What is the status of this matter at this time?

General YATES. The equipment to go into this building, sir, is scheduled for delivery on the 1st of September 1971. It will be available before this building can be completed.

Senator SYMINGTON. Thank you.

KWAJALEIN MISSILE RANGE

Now, page 7, Kwajalein Missile Range.

You are requesting three projects totaling $5,637,000 for the Kwajalein Range. Do these projects relate directly to the Safeguard antiballistic missile system?

General YATES. Not directly, sir, but they definitely support the capability to perform the testing activity of Safeguard at Kwajalein. These are really test range support projects. They relate to the cargo handling capability and to the utilities services, so they support the total range, including Safeguard.

Senator SYMINGTON. Thank you.

In passing, has all of the software now been put into the Safeguard computer?

General LEBER. Let me just add to what General Yates has said.

With regard to the use of the Kwajalein Range, it is true that the Safeguard program does have testing going on there but there are other agencies which also use the Kwajalein Range.

I think it is unique in the Army as a test range in an area where you can test various types of radars and other equipment and software, including software associated with ballistic missiles and antiballistic missiles, so the range supports several agencies.

Now to get to your question, Senator. There is and has been software for some time in the MSR data processor at Kwajalein which we are using for our Safeguard program and it is functioning.

Senator SYMINGTON. Let me repeat my question to be sure we understand each other.

COMPUTER SOFTWARE

Has all of the software been put into the computer and tested so far?

General LEBER. At Kwajalein? Yes.

Senator SYMINGTON. Anywhere.

General LEBER. At Kwajalein, yes, sir.

Senator SYMINGTON. Is it similar to what you will have at Malmstrom or Grand Forks?

General LEBER. Similar, yes, not identical.

Senator SYMINGTON. Similar but not identical. You mean comparable but not identical, don't you?

Do you want to expand on that?

General LEBER. Yes, sir. The software at Kwajalein is designed to be used in a test program which we are conducting out there and the test program started out with testing missiles themselves and has graduted to systems test where we married the missiles, data processor and radar, and this is the phase we are now in.

We in this test program have a limited number of interceptors, a limited number of targets.

Senator SYMINGTON. I was just asking about the software being put into the computer. As I understand, your answer is that you have it in Kwajalein, but not identical to the way you would use it in Malmstrom or Grand Forks?

General LEBER. As I said, it is not identical software because it is not for the same purpose. It is used to guide interceptors and to track incoming targets at Kwajalein and it will also be used in a similar way at Malmstrom and Grand Forks.

The difference is that at Malmstrom and Grand Forks our software will handle more targets and more interceptors at the same time.

NORTH WUERTTEMBERG DISTRICT

Senator SYMINGTON. Thank you.

General Yates, we will go to page 13 with respect to the site at North Wuerttemberg district.

The AUTOVON switching center was denied by the House last year because they felt it should be funded by NATO. Had the idea of it being funded by NATO been thoroughly explored before you asked for the $519,000?

General YATES. Yes, it has been explored and because this facility is for the sole use of U.S. armed forces we do not consider that it is appropriate for NATO funding and should be unilaterally funded.

Senator SYMINGTON. Because of what?

General YATES. Because it is for the sole use of U.S. forces and it is not eligible for NATO funding.

Senator SYMINGTON. In all cases?

General YATES. Yes, sir. Although it is obviously a matter of interpretation in the case of certain weapons systems, for example. But in this case this type of project is unilaterally funded and is appropriately a U.S. responsibility.

Senator SYMINGTON. So all that we have built in Germany, for our use we have paid for and what has been built for others, they pay for; is that correct?

General YATES. I didn't completely understand you, sir.

Senator SYMINGTON. You say the reason we are paying for this ourselves is because we use it exclusively, and I asked the question what the Germans use exclusively, they pay for, and what the Dutch use exclusively they pay for, all of the other countries in NATO pay for everything they use exclusively?

General YATES. Yes, sir. There was an exception made, if you will recall, in our case when we were moved out of France. In this case, even though they were U.S. exclusive-use facilities, NATO has agreed to support up to a total of $96 million.

Senator SYMINGTON. We have never contributed to anything except what we also use?

General YATES. I would like to ask Mr. Loveland who is here from NATO to confirm this.

Senator SYMINGTON. Will you state your name and position.

Mr. LOVELAND. Joe Loveland, director of Infrastructure Logistics at the U.S. Mission, NATO.

Senator SYMINGTON. Where are you located?

Mr. LOVELAND. Belgium.

Senator SYMINGTON. General Goodpasture's headquarters?

Mr. LOVELAND. No, I work for Ambassador Ellsworth.

Senator SYMINGTON. You have heard the question. Can you give us the answer?

Mr. LOVELAND. The infrastructure contribution is for works, regardless of who they are used by, that contain sufficient common usership or common interest to qualify for NATO funding. Logistic support, however, is considered to be a national responsibility. This item is a logistics item. I would like to insert in the record at this time a statement on the NATO infrastructure program.

(The information follows:)

Mr. Chairman and members of the committee: I am pleased to have the opportunity to appear before your Committee to support the proposals of the Department of Defense for $20 million for Fiscal Year 1972 as the U.S. share of the common funded NATO Infrastructure Program. Since FY 1968, the U.S. contribution to the Tri-service Infrastructure Program has been funded under Authorizations and Appropriations for Military Construction, Army. This program provides the facilities necessary to support NATO military forces which are intended for common use or have a high degree of common interest. The term covers such varied items as air fields, air defense facilities, communications, missile sites, war headquarters, nuclear storage sites, pipelines, and POL depots. It does not normally cover general purpose depots, troop billets, and other logistics support facilities closely related to national standards and practices, athough a one-time exception has been made to fund such facilities from this program as reimbursement for certain of the US costs for relocation from France. This exception will be discussed at greater length below.

The NATO Infrastructure Program was inaugurated by the North Atlantic Council in 1951 as a follow-on to a similar program which had been started in 1950 by the Western Union countries, of which the U.S. was not a member. The NATO commonly funded Infrastructure program has been a most successful common endeavor, and has been credited with supplying a large part of the cohesion among the Allies. Essential military facilities costing over $3.0 billion have been completed, and another $1.1 billion are under construction or programmed. The program has given NATO a network of modern airfields, an efficient system of POL distribution and storage, common communications without which the NATO command structure could not function, essential air defense warning installatoins, and air and naval navigational aids. By jointly financing these and other types of facilities designed to enhance the effectiveness of NATO forces, NATO nations have demonstrated in a most realistic way their determination to provide for the common defense.

Now that the program has provided most of the basic facilities required in the common defense, its character is gradually changing. The requirement for major air and naval installations has given way to the new requirement for modernization and expansion of existing basic facilities. Airfields must be improved so that they can support today's more complex aircraft. The POL system must be modified to insure its ability to function in an emergency independently of that part of the system located in France. Progress in technology has resulted in a most dramatic change in the communications area. One example is the project for the NATO Satellite Communications system, which was based on the U.S. interim defense communications satellite system. On January 27, 1971, we launched from Cape Kennedy the second NATO funded communication satellite. We are advised that both satelilites, now in orbit, are performing very well. Another example is the semi-automation and integration of NATO's early warning system to provide a control and reporting system for the air defense of Allied Command Europe. Finally, in order to make the program fully responsive to the needs of the new NATO "flexible response" strategy and associated force planning, we must provide facilities to support reinforcement on the flanks, improved air defense, and conventional capabilities for NATO air forces.

The new orientation of the program is providing a large proportion of facilities needed by the U.S. forces. In particular, its supports controlled humidity storage to maintain in good condition the equipment of our dual-based forces. Arrangements are under way to ensure that the program will also include aircraft

survival measures which are now being implemented by the U.S. Air Force, with the approval of Congress, on a "pre-financed" basis.

Unlike the regular U.S. military construction program, the NATO Infrastructure program includes costs over and above bricks and mortar and fixtures. The costs funded multilaterally under Infrastructure include all the turnkey costs of procuring a complete facility which is in operable condition when turned over to the user nation or nations for operations. Accordingly, the line item for NATO Infrastructure includes, in addition to the normal military construction costs, the costs of procuring and installing in real property facilities materiel which is consumed in use, including initial spare parts, and equipment which is movable in nature. For example, the NATO early warning radar was fully funded as an operating system within the NATO Infrastructure program. Similarly, the entire communications satellite program—including sites, ground equipment, satellites, launchers, computers, black boxes and initial spares—has been approved by NATO countries for funding under Infrastructure. All expenses of the NATO Air Defense Ground Environment Management Office are likewise funded in common under NATO Infrastructure.

We have previously announced that we had made great strides in maximizing U.S. benefits from the program. The major such benefit has come from our success in persuading our Allies to share in up to $96 million of our costs in relocating our forces from France. In effect, the Defense Planning Committee (the NATO Council less France) agreed in 1969 to reimburse us, under certain conditions, up to that amount if our military services can provide and justify sufficient fund requests. The agreement stipulated that we would recover this money at a maximum rate of $4 million per quarter through the end of CY 1970 (when $28 million had been reimbursed), at which time a review would be made to determine the exact reimbursement rate required to complete the reimbursement by the end of 1973. As indicated to you in SECDEF letter of March 10, 1971, the agreement was extended at the increased rate of $5.6 million per quarter and the payments are proceeding as planned. Beginning with the payment from NATO in January of this year, however, the NATO funds will be made available prior to the expenditure, thus obviating the need to expend U.S. funds for later recoupment from NATO. Under NATO direct funding, the U.S. benefits from a reduction in initial dollar outlay to 30 percent of project cost (the U.S. share of Infrastructure) as compared to 100 percent under the prefinancing procedure, whereby U.S. military construction funds would be used first and then recouped.

We now expect to receive the $96 million payments from NATO as follows: the first $28 million from reimbursements (already received) for projects constructed under authority of FY 1969 and prior year Military Construction programs; the remainder, or approximately $68 million, by direct NATO funding of US relocation projects. Included in the $68 million is the $26 million of US relocation projects approved by the Congress in the FY 1970 US Military Construction programs. In the March 10th letter from SecDef, you were advised that the $26 million would be prefinanced and later recouped from NATO. Since it is more advantageous for the US to use direct NATO funding, and since NATO has approved this procedure, we intend to use NATO direct funding to the maximum of $68 million, including FY 70 approved Military Construction projects. Approximately $26 million in US Military Construction funds which may be released subsequently will not revert to the Infrastructure account, but will become available under regular reprogramming procedures to US Military Construction appropriations.

In response to US requirements, NATO has agreed to automatic deletion procedures, whose purpose is to reduce or avoid future backlogs of Infrastructure projects. These procedures apply to Slice XXI and subsequent annual slice programs. Similar procedures are being developed for application to Slices XX and prior. We hope to be able to close out the old Infrastructure slices, under which the US contributed as much as 43%, thus cutting our contribution to the program to the percentage of the latest cost sharing agreement (i.e., 25.8% for projects to which France contributes, and 29.7% to those in which she does not).

Last year the NATO Defense Planning Committee approved the financing of a five-year Infrastructure program for the years 1970–1974 (Slices XXI through XXV), and agreed that the ceiling be set at $700 million. Although this amount falls short of the US initial position of $840 million, the agreement does provide that NATO Military Commanders will program those urgent military requirements which can be accomplished within the ceiling, and report back the finan-

cial condition after programming of Slice XXIV in 1973. The ceiling of $700 million includes the remaining $68 million of the total $96 million approved for relocation costs from France for US and Canadian forces. The current cost sharing formula (US share 29.67%, or $207.7 million) remains unchanged. In the meantime, however, the Euro-Group (NATO less France, Portugal, US, and Canada) have offered an additional $420 million (without US contribution) to the Infrastructure Program to permit urgent implementation of the NATO Integrated Communications System (NICS) and for the NATO aircraft shelter program. $250 million of this amount has already been made available to SACEUR for the shelter program and should permit early recoupment of US funds spent in constructing shelters on a prefinanced basis.

We continue to enjoy a greater benefit from this NATO program than could be expected from the size of our contribution thereto. In forming this conclusion, we have taken the position that facilities for common use of all the nations, or for use by international headquarters, are shared on an equitable basis by the nations and would in any case have required common funding, since no host nation could be expected to pay the bill for such facilities. Our calculations are therefore exclusive of these facilities used in common by all nations. In 1968 we told you that Slice XVIII included US projects in the amount of 40% of all projects for use by national forces. In Slice XIX this percentage rose to 47%; for Slice XX 55%, and for Slice XXI, 68%. In the four annual programs, therefore, over 56% of all such national user projects were programmed for benefit of US forces, but our contribution remains at 29.7% of the entire program (or some 18% if the Euro-Group contribution is counted along with normal Infrastructure funding). It is apparent, therefore, that we have a distinct financial interest in the continuing success of the NATO Infrastructure Program and that as long as we can fit our national programs into the available common funds, the US will benefit directly from this NATO effort.

I should like now to describe briefly, first, the NATO system for processing Infrastructure projects, and second, how the US Mission to NATO (USNATO) arrived at the estimate of $50 million for US obligations for Infrastructure during FY 1972.

Each year the Major NATO Commanders draw up a list of construction or modernization projects which they consider essential for the support of their forces. These projects are reviewed multilaterally by the participating nations within the NATO Military Committee, the NATO Infrastructure Committee, and finally within the Defense Planning Committee (which is the North Atlantic Council without France). The projects finally selected make up the yearly Infrastructure Program or Slice. In the US, each proposed annual slice is reviewed throughly within the Executive Branch, starting with the interested subordinate military commands and continuing through the US Commander in Chief, Europe, and the Commander in Chief, Atlantic to the Joint Chiefs of Staff and the Military Departments, the Department of State, and all interested offices within the Office of the Secretary of Defense.

The final NATO slice is really an approved list of military construction requirements and nothing more. After slice approval, the host country in which a project is to be built takes full responsibility for the work. It must obtain the necessary land (at its own expense), plan utilities connections and access roads (which it later builds at its own expense), prepare engineering plans and specifications and develop cost estimates. When all is ready, sometimes 2 to 3 years after Slice approval), the host country submits the project with all supporting data to the NATO Payments and Progress Committee for construction authorization and fund commitment. Before agreeing, the Payments and Progress Committee satisfies itself that the project still represents a valid military requirement, conforms to NATO criteria, is reasonable in cost, and is in other respects eligible under NATO Infrastructure rules.

When the Payments and Progress Committee authorizes construction of an Infrastructure project, the US obligates funds for its share of that project. Thus we estimate that the NATO Payments and Progress Committee will give final authorization during that period for projects the US share of which will total $50 million. We try to make the estimate, despite many uncontrollable variables, as sound as we can. The estimate is done largely by the USNATO staff in Brussels who work daily on Infrastructure matters with our Allies and who are closest to the plans and progress of the various "host" countries.

Let me explain briefly how USNATO arrived at the estimate for FY 1972. Last September, USNATO took the NATO Infrastructure project backlog—that is, all the projects included in previously approved annual slices which had not yet been authorized by the P & P Committee for actual construction. This backlog is not identified completely in terms of individual projects. However, the basic records from which it is developed—host country semiannual financial reports—contain complete information, for any given location, by project category and by cost-sharing agreement, on the amount of money already authorized by the Payments and Progress Committee and the amount of money remaining to be authorized, judging by the latest cost estimate of the works in question. This initial step thus provides a firm base from which to start. To this USNATO then added its estimate of the contents of the subsequent slices which would require funding during FY 1972. In this case, it was Slice XXI which will be approved in the spring of 1971, and Slice XXII, scheduled for approval in the fall of 1971. From this total, USNATO then subtracted the amount of projects or parts thereof from all slices which it estimated would be given funding authorization by the Payments and Progress Committee between September and end-June 1971—in other words, prior to FY 1972.

This gave the theoretical maximum amount of costruction, divided by country, by category and by cost-sharing agreement, which could come before the Payments and Progress Committee for funding authorization during FY 1972. I might note that this amount totals about $410 million.

USNATO has also applied country planning factors such as economic conditions, availability of contractor effort and pace at which Ministry of Defense construction personnel are expected to process fund requests. Fund requests expected to be approved in FY 1972 total $160 million. The US share of these approvals is estimated at $50 million. Through the application of savings from previous authorizations and recoupments from prefinanced and relocation projects, we believe we can meet US commitments with $20 million requested in FY 1972.

Senator SYMINGTON. Thank you.

FORT CAMPBELL, KY.

Now, on page 16, Fort Campbell, I notice this is the first phase of an airfield concept which will eventually cost around $27 million. You apparently require it because of the assignment of a new mission to the base.

What is the new mission?

General YATES. The new mission is an airmobile division which is expected to be stationed at Fort Campbell.

Senator SYMINGTON. What kind of airplanes will you have?

General YATES. Primarily helicopters—nearly 500.

Senator SYMINGTON. You say a flight surgeon dispensary is also required at the airfield to support 700 aviators, all enlisted personnel on flight status, and a thousand headquarters and operating personnel.

This is a pretty big development; isn't it?

General YATES. Yes, sir; the dispensary itself is not a major structure but because of the special requirements of flight medicine and because of the separation of the hospital at Campbell from aviation facilities it is considered necessary to provide this facility for the added medical requirements.

FORT HOOD, TEX.

Senator SYMINGTON. What other bases do you have for major helicopter installations?

General YATES. The only other one with a major helicopter population—and it is really just now being developed—is Fort Hood where we are just about to activate the triple capability division. That is the one that is to include armor, air cavalry, and airmobile infantry.

Senator SYMINGTON. If you are about to activate it at Hood and ask for the money to start this, what have you been doing and where, in the past?

General YATES. Actually the airmobile division with its vast helicopter population has developed since Vietnam. The 1st Cavalry Division, which was the test of this capability, was activated, as I recall, at Fort Benning where our first major use of helicopters was undertaken in the United States. Our growth has all been in Vietnam.

Now, with the withdrawal from Vietnam, facilities are required in this country for the increased helicopter population that our future Army has over what it had prior to Vietnam.

FORT RUCKER, ALA.

Senator SYMINGTON. What have you been doing for the last decade at Fort Rucker?

General YATES. We have been training and will continue to train pilots to fly helicopters, and some fixed wing aircraft, but primarily helicopters.

Senator SYMINGTON. And you are going to abandon that if you build this?

General YATES. No, sir; our training will still continue. The training facilities are different from facilities for a tactical unit, therefore, we still require the facilities at Fort Rucker to train our pilots.

Senator SYMINGTON. Is there any other place that you do your training?

General YATES. Yes; primary helicopter training is done at Fort Walters, Tex., and some training, although it is a relatively small part, is done at Hunter Field near Fort Stewart, Ga.

Senator SYMINGTON. Any other place?

General YATES. No, sir; that is where our helicopter training is conducted.

Senator SYMINGTON. That is total training and operation of helicopters?

General YATES. Every division now has some helicopters but the numbers are not large compared to those at a training base or mobile force base which we will have at Hood and Campbell.

Senator SYMINGTON. How many divisions have you in this country now?

General YATES. I would have to itemize it, sir. We have one at Fort Carson, two-thirds of a division at Fort Riley, two divisions at Fort Hood, and we have a division at Fort Bragg, which totals six.

Senator SYMINGTON. Six divisions in the United States?

General YATES. One was two-thirds. Five and two-thirds.

Senator SYMINGTON. And you have helicopters at all of those bases?

General YATES. Yes, sir; each division has some, although it is a relatively minor number. I could furnish the number for the record.

Senator SYMINGTON. Please do so.

(The information follows:)

Fort Bragg, N.C. is authorized 311 aircraft; 160 aircraft in the 82d Airborne Division and 151 aircraft in other nondivisional combat and support units. Fort Riley, Kansas, is authorized 105 aircraft; 60 aircraft in the 1st Infantry Division (Mech) and 45 aircraft in other nondivisional combat and support units. Fort Carson, Colorado, is authorized 123 aircraft; 64 aircraft in the 4th Infantry Division (Mech) and 59 aircraft in nondivisional combat and support units. For Hood, Texas, is authorized 460 aircraft; 318 aircraft in the 1st Cavalry Division (TRICAP), 64 aircraft in the 2d Armored Division and 78 aircraft in nondivisional combat and support units.

General YATES. The total I gave you, sir, is incorrect. Although I named the right ones; two divisions at Hood, one at Carson, one at Bragg, two-thirds at Riley, I added wrong. The total is 4⅔ divisions in the continental United States.

U.S. ARMY DEPOT MAINTENANCE CENTER

Senator SYMINGTON. Page 19, U.S. Army Aeronautical Depot Maintenance Center, Plate and Paint Shop.

You have a civilian contract for part of the work that presumably will be performed in the shop. With all of the reductions in force that are now going on, officers, noncommissioned officers and GI's, why can't this work either be all done inside or all done outside?

General YATES. Basically about half of the total aviation workload, including the kind of work that goes on at this facility at Corpus Christi, is done in house. About half is done with the manufacturer of the basic engine or helicopter. We feel that we definitely must maintain the in-house capability and that about half of the total load is appropriate at this time. We feel we should maintain the capability with industry, however, in order to retain more flexibility in the event of a sudden change in requirements. So this balance we feel is appropriate; it is about half in house and half with the industry. Part of the ARADMAC Paint and Plate shop workload must be contracted due to limited shop capacity which is inefficient and costly.

Senator SYMINGTON. Thank you. We understand, on page 20, that at Fort Hood this project was authorized in the amount of $5,680,000, that it was authorized in the beginning, tactical equipment shops and facilities, but now you reduced the scope of this project and we wonder why.

General YATES. This has been redone since it was disapproved last year, and basically we reduced it to stay within budget constraints in the total Army program.

Senator SYMINGTON. Then you would plan to subsequently ask for an additional amount.

General YATES. Yes, sir. You will notice on the same page we have a major deficit in this kind of facility at Fort Hood and we will be in the future requesting additional projects toward overcoming this deficit. Although I should add the deficit is somewhat overstated now because this is based on two armored divisions. I have mentioned we are shifting one of these into a partially armored partially air mobile division that will have a lesser requirement. Still the deficit will be large.

Senator SYMINGTON. If you need it, why don't you ask for it all at once?

General YATES. Our basic problem, sir, is that we could not afford to ask for 600,000 square feet at this one station and stay within overall budget constraints.

Senator SYMINGTON. Did the Army ask for it and the Defense Department turned it down?

General YATES. No, sir, this was the amount we requested at the time of the budget.

Senator SYMINGTON. If you do it in two increments instead of all at once, is it going to increase the cost?

General YATES. Yes; but when you consider our total backlog of construction, we couldn't possibly do it all at once.

Senator SYMINGTON. After you get this amount how much more do you plan to ask as a guesstimate next year to complete it?

General YATES. We can't complete the deficiency next year, it will take a long time to overcome this deficiency.

Senator SYMINGTON. If you ask for $4,835,000 this year, how much will you need to complete this particular request?

General YATES. In order to give you a better number we will provide for the record an estimate of what the total deficit will cost.

(The information follows:)

A deficit of 238,263 square feet will exist for tactical equipment shops at Fort Hood after approval of the current request. This does not include aircraft hangar and shop facilities. To eliminate this deficit, over $12 million will be required. This is based on one armored and one tri-cap division stationed at Fort Hood.

LETTERKENNY ARMY DEPOT, PA.

Senator SYMINGTON. Very well. We now turn to Pennsylvania, Letterkenny Army Depot, ammunition washout facilities.

This ammunition washout facility, we understand, was originally authorized in fiscal year 1968 in the amount of $68,000. Your current estimate exceeds this by about 470 percent. We are curious as to why this was not built when authorized and how you account for such a tremendous increase in cost at this time.

General YATES. The best answer I could give to both of the questions, sir, is that it was grossly underestimated at the time it was previously submitted. A usable facility for this purpose could not be built within those funds at that time.

Senator SYMINGTON. Who made the estimate?

General YATES. The estimate originates with the command requesting the project. We have tightened up now by requiring the District Engineer to review these estimates and hopefully this kind of gross error will not occur frequently.

Senator SYMINGTON. Did they recommend it without any supervision from the District Engineer, or any discussion with him?

General YATES. I cannot answer that now. I will try to research it and provide it for the record.

Senator SYMINGTON. If you will, please.

(The information follows:)

The original estimate was prepared at the installation. The ammunition washout facility was added to the FY 1968 program at a late date, was not based on

firm design criteria, and the cost estimate had not been verified by the District Engineer. The increase in cost of the facility resulted from the necessary additional modifications that became apparent as the design of the project progressed. The most significant of these modifications included a requirement to increase the height of the existing building in order to accommodate the operating equipment that had already been fabricated, and the inclusion of corrective measures to provide for water pollution control systems that had not been identified as requirements in the initial design criteria. Our water pollution cleanup program was just getting underway at that time and the pollution control requirements for industrial type wastes had not been firmly established.

FORT BELVOIR, VA.

Senator SYMINGTON. Now we go to Virginia, Fort Belvoir. You ask for $6,311,000 for a laboratory. That is a lot of money. Could you tell us the type of work that is planned there?

General YATES. Yes, sir. Basically the topographic laboratory has unique competence in the overall field of mapping, geodesy, point positioning, automatic mapping techniques, and a variety of similar disciplines. Much of their work is highly sensitive, highly classified, and is of great importance to the overall defense effort. But generally speaking, they are in the fields of mapping and geodesy, and have a unique competence in this area.

They have developed many devices, of course, They are concerned with the use of satellites and point positioning and a variety of other activities.

Senator SYMINGTON. This is part of the Army Map Service which is located in the District of Columbia, is that right?

General YATES. That is part of the Topographic Command which includes the Map Service and this laboratory.

Senator SYMINGTON. We go back to California, page 25, we note this is phase 2 of your program, and as we recall we gave you $7 million last year. What is the status of the work authorized last year, and what are you now estimating this completed project will cost?

General YATES. The first phase is currently out for bids which are scheduled to be opened on the 22d of June. We hope to be able to award a contract by the end of this month within the $7 million that you mentioned.

Senator SYMINGTON. Haven't you placed that business yet?

General YATES. The bids are due in on the 22d of this month, and we hope to award shortly thereafter.

Senator SYMINGTON. When did you get the money for it?

General YATES. Actually the appropriation was made last December, as I recall, and apportionment a month or two later, so I think we probably had the money in our hands in February.

Senator SYMINGTON. When did you sent out your request for bids?

General YATES. The exact date I can get for the record, but it was about a month ago. There is normally a 30- or 45-day bid period for this type of project.

Senator SYMINGTON. Please supply it for the record.

General YATES. Yes, sir.

(The information follows:)

Advertising for bids on the Western Medical Institute for Research took place on 17 May 1971.

HARRY DIAMOND LABORATORY, MD.

Senator SYMINGTON. Back to Maryland, page 26, Harry Diamond Laboratory.

I believe we authorized around $12 million for the first phase of moving this Laboratory last year, and now you are asking for $9 million more. What is the status of that work at the present time?

General YATES. For the first phase, the bid opening is due on June 18, and we hope to be able to award by the end of the month.

Senator SYMINGTON. Will you give the same information with respect to this?

General YATES. On the advertising dates, yes, sir.

(The information follows:)

Advertising for bids on the relocation of Harry Diamond Laboratory took place on 29 March 1971.

Senator SYMINGTON. Yes. What is this new laboratory going to cost overall?

General YATES. In addition to the money that was provided last year, of about $12 million and the $9 we are asking for here, there is an additional requirement for just under $21 million, which would make the total about $42 million overall.

WOMACK ARMY HOSPITAL

Senator SYMINGTON. Going to page 34, back to Fort Bragg, a hospital addition to Womack Army Hospital. When structures of this type are being built, why are they not built big enough when you know very well they will have to be increased in size at a later date?

General YATES. We certainly don't intentionally build one that is too small, sir.

I would ask Colonel Heady from the Surgeon General's Office if he could address the particular project with regard to the size.

Colonel HEADY. Sir, this was one of the standard pattern type hospitals that was developed some years ago and this is big enough in terms of bed capacity. The technique of medical treatment, new equipment and newer methods plus the fact that we are now taking care of so many more dependents than we were during those days, require additional clinical services, supportive service, diagnostic service. Many of these we did not even provide in the days in which we were building that building, so we are attempting to upgrade that facility.

Senator SYMINGTON. Thank you. Do you anticipate that the proposed addition will satisfy foreseeable future needs?

General YATES. Yes, sir; we don't anticipate any further requirement at this hospital.

WALTER REED ARMY HOSPITAL

Senator SYMINGTON. Going to Walter Reed, which you dwell on in your statement, we notice you are asking this year for $112,500,000 for Walter Reed. You are asking only $101,670,000 in funding. Why?

General YATES. The authorization includes, as General Hackett mentioned earlier, sir, money for a parking structure which will be contiguous with the main hospital but need not go under construction until the hospital is nearly completed about 4 years from now.

We do not need at this time the funds for the parking structure but we felt we should request the authorization for the total building complex.

Senator SYMINGTON. Will this complete the rebuilding?

General YATES. This will complete the new hospital, sir. There will be a requirement subsequently of about $12 million for alteration to Building 1, modification to some of the existing hospital buildings after the new building is occupied, and a requirement for some troop housing and service facilities. That will really complete the new hospital.

The other costs that we commented on earlier included other developments at the medical center as a whole which are not related directly to the hospital facility.

Senator BYRD. Does that mean that the parking facility you anticipate will cost $10 million?

General YATES. Yes, sir; the parking garage and additional roads, curbs and walks, landscaping and demolition total $10.8 million.

As you know, at Walter Reed there is extremely limited space for parking. This project provides a parking structure immediately adjacent to the hospital with direct access for people into the hospital.

Senator BYRD. Thank you.

Thank you, Mr. Chairman.

Senator SYMINGTON. Anytime, please.

Senator BYRD. Is there anything in here for Okinawa?

General YATES. There is included within the total program, which we have addressed, $48 million specifically for barracks improvement in support of the VOLAR Army effort. Of that $48 million, $1 million is for air conditioning in barracks on Okinawa which will continue to be occupied by U.S. troops. That is the only project that we have related to Okinawa.

Senator BYRD. Thank you.

Thank you, Mr. Chairman.

FORT HOOD, TEX.

Senator SYMINGTON. Now we go to Fort Hood.

How many barracks complexes do you now have at Hood and how many more are proposed?

General YATES. This project at Hood is for a 3,300-man complex. I would have to provide for the record the number of barracks complexes. There are currently 15,200 adequate barracks spaces at Hood with 3,300 that are in the final stages of construction. So we have 18,500 adequate barracks spaces against a total requirement of about 28,000.

(The information follows:)

Ft. Hood currently has three barracks complexes either occupied or under construction. This represents 9,276 of the 18,502 permanent barracks spaces at this installation. A 3,300 man barracks complex is programmed in the Five Year Defense Program with the remaining space deficit to be accommodated within the long range MCA construction program.

Senator SYMINGTON. There is a lot of money involved here, $18,600,000. Why is it necessary to include in every such complex such things as a branch PX, a dispensary and a gymnasium?

General YATES. This kind of thing we feel is essential to the welfare of our personnel, sir. An austere barracks does not really provide the requirement to take care of our soldiers.

FORT CARSON, COLO.

Senator SYMINGTON. Very well. Now we go to Fort Carson in Colorado. You are asking for $21 million for a 3,300-man barracks complex at Fort Carson, which is apparently identical in size with the one you are requesting at Hood. In order to get it at Carson you are asking for $3 million more. In this case you have added an indoor rifle range.

Just what will such a range be used for in a barracks complex?

General YATES. There were two factors that affect the cost. One is the geographic cost index; at Fort Carson it is slightly higher than at Fort Hood and then there is some difference in the items involved. The rifle range itself, which is $59,000, is used in training activities and could well be used in team sport type small bore shooting.

Senator SYMINGTON. Why do you want to make better shots at Carson than you do at Hood?

General YATES. I expect there probably is an existing indoor range at Hood. I would be happy to amplify that for the record.

Senator SYMINGTON. Please do.

(The information follows:)

The small bore indoor range included as part of the proposed barracks complex at Ft. Carson is to be utilized primarily to support small arms training. In addition it will be used to support post pistol teams. An indoor range was not requested as part of the proposed Ft. Hood barracks complex because a usable facility already existed.

Senator SYMINGTON. On page 49, various barracks improvement around the United States, you are asking for another $35,500,000 and presumably this is part of a volunteer force program, but we think we ought to know more about where these projects will be located, the number of barracks spaces to be provided, and the type of barracks you are converting.

Would you submit this for the record?

General YATES. Yes, sir. I can give each installation with the number of spaces at each installation if you desire.

Senator SYMINGTON. That is what we want also for overseas construction in this regard.

General YATES. We will be happy to furnish that.

Senator SYMINGTON. In some of the backup material you have furnished the committee we notice you proposed barracks improvement at a number of Nike missile sites. Isn't this an obsolete weapons system that is being phased out?

General YATES. Sir, none of the sites that are included in here are those which have been identified for closure. I certainly do not know accurately the amount of time the Nike will stay in operation. There is $101,000 out of this total program that is for improvements at Nike sites. They are going to be active for some time in the future.

I would like to make one or two general comments. A great deal of effort went into the selection of the type of work that would be done. The primary objective of this program, and of our Chief of Staff, in doing work in these barracks was to improve facilities for the maximum number of people, in the broadest possible area, in order that it would have the most obvious impact on the largest number.

Senator SYMINGTON. What does that have to do with barracks at obsolescent sites?

General YATES. I would not say the sites are obsolescent, sir. I think the investment we are putting in is going to pay off in attracting a few more people to stay.

Senator SYMINGTON. I know, but you certainly wouldn't say—you mean you are saying you don't think these Nike sites are obsolescent?

General YATES. They are certainly going out eventually, sir. Exactly at what time I don't know. I feel we will get an adequate return on our investment.

Senator SYMINGTON. Whether they go out or not?

General YATES. Yes, sir; because they are not going out tomorrow. When they are going out we don't know, but I think their life is sufficiently long so that this will pay off.

Senator SYMINGTON. I don't quite understand that. In any case, I was against the Nike-X, the Nike Hercules, the Air Force Bomarc, the Navy Talos and other systems that have been turned out. The money that was spent on them ran into many billions of dollars and to me was wasted. It is rather extraordinary we now credit the Soviets with the possibility of upgrading their antiaircraft missile specifically the Tallinn, as another justification for the antiballistic missile system we plan to build at the same time we admit that we are downgrading. So I don't see why we are planning additional construction at those Nike Hercules sites. This to me is carrying on something which is unfortunate from the standpoint of proper, or logical would be a better word, application of our increasing limited resources.

We would like to have a breakdown of where you plan to spend this money.

General YATES. Yes, sir.

I will furnish that for the record, both for this and overseas projects.

(The information follows:)

BARRACKS IMPROVEMENT BREAKOUT FOR FISCAL YEAR 1972 MILITARY CONSTRUCTION, ARMY, WORLDWIDE

State/installation	Dollars in thousands	Approximate number of spaces
Alabama: Redstone Arsenal	168	480
Alaska:		
Fort Richardson	385	735
Fort Wainwright	612	735
Arizona:		
Fort Huachuca	68	360
Yuma Proving Ground	152	435
California:		
NIKE site LA 04, Palmdale	9	60
NIKE site LA 88, Chatsworth	7	37
NIKE site LA, Malibu Beach	7	33
Fort Ord	370	2,472
Colorado:		
Fort Carson	540	1,620
Fitzsimons General Hospital	60	233
Florida:		
NIKE site HM 03, Homestead AFB	2	23
NIKE site HM 95, Homestead AFB	2	23
NIKE site HM 40, Homestead AFB	2	23
NIKE site HM 69, Homestead AFB	2	23
Georgia: Fort Benning	1,170	825
Hawaii:		
Schofield Barracks Military Reservation	327	1,230
Fort Shafter Military Reservation	110	800
Tripler Army Medical Center	63	440
Illinois: Savanna Army Depot	44	125
Indiana: NIKE site C32, Porter	5	36
Kansas: Fort Riley	1,200	3,202
Kentucky:		
Fort Campbell	1,760	4,098
Fort Knox	2,179	7,015
Louisiana: Fort Polk	1,480	3,700
Maryland:		
Aberdeen Proving Ground	63	280
Edgewood Arsenal	29	98
NIKE site BA 18, Edgewood Arsenal	2	111
NIKE site BA 30, Chestertown	9	111
NIKE site W 92, Gaithersburg	9	111
Fort Ritchie	36	325
Massachusetts: NIKE site B 05, Danvers	4	47
Michigan: NIKE site D 87, Union Lake	3	25
New Jersey:		
Fort Dix	2,549	6,493
Fort Monmouth	177	446
NIKE site NY 56, Fort Hancock	4	48
NIKE site PH 58, Swedesboro	4	48
New Mexico: White Sands Missile Range	117	413
New York: NIKE site NY 49, Rockaway Beach	4	48
North Carolina: Fort Bragg	15,000	14,638
Oklahoma: Fort Sill	1,230	730
Pennsylvania:		
New Cumberland Army Depot	71	205
NIKE Site PI 37, Herminie	5	40
NIKE Site PI 43, Elrama	7	52
Valley Forge General Hospital	40	159
Rhode Island: NIKE Site PR 38, Bristol	4	47
South Carolina: Fort Jackson	1,242	2,542
Texas: Fort Hood	2,010	6,288
Virginia:		
Arlington Hall Station	40	192
NIKE Site, Fort Story	2	116
Vint Hill Farms Station	60	216
Washington:		
Fort Lewis	2,047	6,732
NIKE Site S92, Kingston	8	54
Subtotals, CONUS	35,500	69,378
Republic of Korea: 8th U.S. Army—Various installations	1,000	9,885
Okinawa: Fort Buckner—Machinato service area	1,000	1,032
Panama Canal Zone: Various installations	500	1,696
Germany: Various installations	10,000	35,000
Subtotals, overseas	12,500	47,613
Total	48,000	116,991

OVERSEAS PROJECTS

Senator SYMINGTON. On the overseas projects, we are going to get to those now. On page 50 is a request for $12,500,000 for barracks improvement overseas. I previously asked you to provide for the record the location and details concerning these improvements. Can you state for the record now at this point in what countries these barracks are located?

General YATES. Yes, sir. Of this total $12½ million overseas, $10 million is to be spent on the Kasernes in Germany, $500,000 is programed for Panama at various installations, a million for Okinawa, and a million for various locations in Korea.

Senator SYMINGTON. A million for Okinawa; a million for Korea; and how much, $10 million for Germany?

General YATES. $10 million for Germany.

Senator SYMINGTON. When we leave with our troops, which we hope to do some day, I suppose, then we will turn those barracks over to the Germans, will we not?

General YATES. Yes, sir; they remain in German title.

Senator SYMINGTON. Right now they are in German title?

General YATES. Yes, sir; the Germans have provided them rent free to the United States as part of the Status of Forces Agreement.

Senator SYMINGTON. They don't provide the dough rent free. That $10 million is going to be our money, not theirs.

General YATES. It is also our troops who are living in the barracks under deplorable conditions, as we all well know.

Senator SYMINGTON. The last time we suggested a reduction in the troops in Germany, which was this year, it was said it was a good idea but it was a little premature and we shouldn't do it right now.

Somebody sent me a clipping from the Kansas City Star of October 4, 1963, showing that I suggested we ought to have a reduction, and at that time it was said it was a good idea but it was a little premature and we shouldn't do it just now.

It seems to me if we are going to put up these barracks and if the NATO forces are sound in structure, that we ought to make some kind of trade with them whereby they pay us if we leave them there.

General YATES. The improvements to barracks are an element of the negotiations that are going on with regard to the costs of supporting U.S. forces.

Senator SYMINGTON. To my certain knowledge, they have been going on for 20 years.

General YATES. I am referring to the most recent efforts toward getting greater support, for the U.S. participation there, by the European nations.

Senator SYMINGTON. My only comment is we have been trying to get that support for 20 years that I know of.

Senator BYRD. Mr. Chairman, could I ask a question at that point?

Senator SYMINGTON. Senator Byrd.

Senator BYRD. I would like to see the committee question these overseas proposed expenditures.

OKINAWA

In regard to Okinawa, who owns that property; where does the title lie?

General YATES. I will ask Mr. Lockwood to answer that question, sir.

Mr. LOCKWOOD. I am Mr. Lockwood from General Yates' office.

We rent the land areas from the Okinawan landowners, and the U.S. Government retains title to the real property improvements that we construct.

Senator BYRD. The U.S. Government retains title to the real property improvements?

General YATES. To the buildings.

Senator BYRD. Does the proposed change in the treaty effect that, do you know?

Mr. LOCKWOOD. The negotiations are underway right now, and it is rather complex. It hasn't been announced yet, no final agreement, but there will be certain payments made by the Japanese Government to the United States, in part for the improvements that will be turned over to the Japanese Government.

Senator BYRD. How essential actually are these improvements in barracks at overseas bases for $12,500,000?

General YATES. We feel they are vital. Again I can't put too much emphasis on the problems that we know we face in Germany because of the shortage of funding over recent years. The conditions there are very poor, and have a very adverse impact on the morale and status of discipline of our troops. The same holds everywhere. If we are going to try to improve the lot of our soldiers and decrease our reliance on the draft, we think it is essential to do this work everywhere.

In Okinawa, we recognize the concern with regard to how long we will remain there; however, we feel these will be used for a sufficient period that the payoff from our investment will be worthwhile. Actually the money in Okinawa is to be devoted primarily to air-conditioning barracks in this very hot, humid environment.

Senator BYRD. In relation to Senator Symington's question in regard to troops in Germany, I assume you do not foresee any reduction in our troops there?

General YATES. I cannot plan for any reduction in the near future. However, the amount of money being spent there is a very small part of the total that is necessary to bring those barracks up to decent standards. We are spending a considerable amount of operation and maintenance funds on repair, in addition, which provides for some partitioning and modification. We have a big problem there; this will make a small effort in that regard.

Actually this money for Germany will improve over 35,000 personnel spaces.

Senator BYRD. Thank you, Mr. Chairman.

Senator SYMINGTON. Following up Senator Byrd's questions about Okinawa, how can you have title to the land and not title to the improvements?

General YATES. This was the reverse. We do hold title to the improvements and not the land.

Senator SYMINGTON. I understand. When I say "you" I meant the Japanese. How can they have title to the land but not to the improvements? Can't you make some kind of a prenuptial arrangement so you know you are protected? Otherwise you go into this with your hands tied if you put the improvements in and negotiate whether or not you are going to get anything for them. If they own title to the land, I don't see how in that kind of a situation you have any trading position at all.

General YATES. I am not familiar with the negotiations that may have taken place with the Government of Japan with whom these agreements are being made, but we, of course, negotiate arrangements with any foreign country we are in and the terms may vary.

Senator SYMINGTON. I know that. It is like my saying to you I will give you the automobile and now let's talk about the price. On that basis I am in a rather tricky position when it comes to getting a fair price. We have already said we are going to return Okinawa to the Japanese. I think our trading position from the standpoint of the taxpayers is reduced if we announce we are going to do it and put a lot of money in there and then say to the Japanese, "Be fair with us." I am being very serious about it.

That is not your problem, but I would like the record to show I don't think it is the best way to handle it.

Senator BYRD. Could we explore that a step further?

Senator SYMINGTON. Please do.

Senator BYRD. In response to my question earlier, it was stated, as I recall, that the United States owned the improvements to the real property but not the real property; is that correct?

General YATES. Improvements that are on the land, not the land itself.

Senator BYRD. But as a result of the Treaty of Peace with Japan, doesn't the United States own Okinawa?

Mr. LOCKWOOD. Sir, if I may first make the distinction between our agreement in Japan and how we use property on Okinawa.

Under the Status of Forces Agreement in Japan, the Japanese Government provides us "facilities and areas"—that is the term used in the Status of Forces Agreement—that is, the land area and the improvements located thereon.

Senator BYRD. That is Japan itself?

Mr. LOCKWOOD. Yes, sir. Under what is now being negotiated, that Status of Forces Agreement will equally apply to the Ryukyu Islands. The U.S. Government has rented from the individual landowners the land areas that we are using. It used to be almost 50,000 separate landowners that we dealt with and upon that land the U.S. Government over the years has constructed these improvements. We own the improvements.

Senator BYRD. Under the Treaty of Peace the United States, as of today, has the unrestricted right to use Okinawa.

That is not exactly germane.

Mr. LOCKWOOD. That is correct, sir.

(Discussion off the record.)

Senator SYMINGTON. Back on the record.

Back to Germany for a minute, why can't the Germans build the barracks you are asking funds for?

General YATES. We are not building barracks, sir.

Senator SYMINGTON. Improve.

Surely they know after the improvements the barracks will stay in Germany.

General YATES. We feel the problem is critical now. We must address it at the same time as part of the negotiations for support of our forces in Europe. We are including this kind of item in our efforts to gain increased support for the people that we have over there.

Senator SYMINGTON. There is no use crying over spilled milk. But suppose that the Congress had decided to move some troops back here. Maybe the Germans in the interest of their own security might have made a deal with us, don't you think? They seem to think it is very important, according to their officials, for us to stay there. If we said we were going to get out unless they fixed the barracks, maybe they would be more sympathetic to putting their own dough into this.

General YATES. This is an element of the negotiations going on. We hope we will get increased support from the Germans.

Senator SYMINGTON. Those negotiations have been going on for 20 years.

General YATES. My understanding is that within the near future they hope to arrive at a new agreement with regard to the support the Germans may give. We are hopeful we may get some increased support but we don't feel we can fail to try to provide funds to attack the problem ourselves in the interim.

Senator SYMINGTON. I wish I shared your optimism. Having come out of private business, the more I watch this business of us first putting up the money and then negotiating about it afterward, the more I wonder just what is going on.

FORT MEADE, MD.

Now let's go to Maryland, Fort Meade, confinement facilities expansion.

We notice in your justification you state that the project conforms with the recommendations of the Secretary of Defense Blue Ribbon Committee on Correctional Facilities.

Is this some new concept in prison management?

General YATES. Yes, sir. In 1969, the Secretary of the Army appointed a special civilian committee to look at our correctional institution operations. This committee made 61 recommendations for improved operation and improved facilities.

The two projects that we have in this budget are at Fort Meade and at Fort Lewis. Both are consistent with the recommendations on modern operation of confinement facilities.

Senator SYMINGTON. Who named it the blue ribbon, do you know?

General YATES. No, sir; let me ask the representative from the Provost Marshal General's Office if he can answer that.

Who named this correctional facilities committee the Blue Ribbon Committee?

Major BRAXTON. Major Braxton, Provost Marshal General's Office.

I don't know the exact origin of the title. However, when the committee was appointed by the Secretary of the Army it was considered to be a blue ribbon committee because it was composed of nationally

recognized leaders in the corrections field. I can't give you the exact origin of the name.

Senator SYMINGTON. What is the definition of a special blue ribbon committee? I am wondering whether they got first prize before they started.

General YATES. There are many blue ribbon committees, sir.

Major BRAXTON. This is the first specially selected committee of civilian penologists that DA has used to evaluate the Army confinement system. The official name of the committee is The Special Civilian Committee for the Study of the U.S. Army Confinement System (Ad Hoc).

Senator SYMINGTON. I know; but that committee went into a lot of things besides.

General YATES. That is not the one that made the defense organizational study. This is a special one related to correctional facilities.

FORT BRAGG, N.C.

Senator SYMINGTON. We go to Bragg where you want $2,148,000 for a commissary.

Don't we have a commissary at Pope already?

General YATES. I am not sure whether there is one at Pope—but the business at Fort Bragg is far beyond the capability of the existing facility and they are currently in a very inadequate temporary building.

FORT SILL, OKLA.

Senator SYMINGTON. Now at Fort Sill, we note you have four service clubs at Fort Sill and presumably this will be a fifth.

Why do we have so many enlisted men's clubs needed at this base?

General YATES. Their purpose, of course, is to provide an adequate facility close to the troops in the barracks where they live. This is a large post. The facilities are widely scattered and actually there is only one permanent service club. All the others are in temporary facilities.

We have one club that is in a permanent building and two that are in World War II buildings. We are trying to upgrade this service by providing one additional club. We anticipate there will be a requirement for four located convenient to the population centers of those troops in barracks.

FORT LEWIS, WASH.

Senator SYMINGTON. Now we go to page 65, a proposed new laundry at Fort Lewis in Washington.

Generally speaking, we believe laundry and cleaning service should be procurred on the local economy.

What is the situation here in this area?

General YATES. A detailed survey was made. A real effort was made to get the industry to indicate a capability to do any reasonable part of the requirement at Fort Lewis. I questioned this at Lewis 2 or 3 months ago myself. There were some 76 firms queried to see if they couldn't generate the capability. There was virtually no interest indicated and the capability does not exist. They cannot get this

work done commercially without even considering the added cost that would be involved for the troops. There is not the interest nor capability in the industry.

Senator SYMINGTON. Let me get this straight. Fort Lewis is close to what?

General YATES. Close to Tacoma.

Senator SYMINGTON. Don't they have laundries in Tacoma?

General YATES. Yes, sir, there are laundries but they were unable to get the interest to take over any substantial part of this business.

Senator SYMINGTON. Well, they would make a profit if they took it over.

General YATES. Yes, sir. One of the problems that enters into our evaluation is that the profit would come out of our soldiers, their prices would be substantially higher.

Senator SYMINGTON. If you don't do it then that profit comes out of the taxpayer.

Did you take bids and the bids were too high?

General YATES. Actually they went out for expression of interest; went to everyone they could find to determine the capability to take any major portion of this. No reliable source of service for any significant part of this was found.

I would like to ask Mr. Dudding to discuss the study.

Mr. DUDDING. Yes, sir. I am Mr. Dudding from the Office of Deputy Chief of Staff for Logistics.

We went out to all of the laundries. We went to the Pacific Northwest Laundry, Drycleaning and Linen Association to get a list of the names of all of the laundry firms in the Seattle-Tacoma-Portland area. The list of names that we received plus all that we could find in the telephone book in these areas, came up to a total of 76.

We sent questionnaires out to all 76 but we only received five responses. Of the total workload that these five were interested in, it represented the workload processed by the Fort Lewis laundry in a day and a half.

Senator SYMINGTON. Why is it that in other parts of the country they are interested in it and in that part of the country they are not?

Mr. DUDDING. That I don't know, sir.

Senator SYMINGTON. As I understand it, the area you are talking about is the highest unemployment of any area in the United States.

Mr. DUDDING. That is correct.

Senator SYMINGTON. This doesn't add up, does it? If people are in business to make money, in the laundry business, you would expect them to take an interest because the profits would be proper. This gives them an opportunity to make money.

Mr. DUDDING. Of these 76, we only got five responses.

Senator SYMINGTON. What kind of proposition did you make them?

Mr. DUDDING. Well, the only thing we could do is ask them of their interest, their capability and what they would do the workload for.

Senator SYMINGTON. Did you give them the kind of business that normally would be given?

Mr. DUDDING. We asked them for their prices as to what they would do it for and what their capability is. The five facilities don't have the capability to take care of the workload for Fort Lewis.

Senator SYMINGTON. If they make some kind of contract they could go to the bank and the bank would finance it. There is no problem about the laundry business, you know you are going to have a permanent demand.

I just don't understand it.

If you said you wanted 1,000 automobiles and you wrote to 50 companies and only got five replies, in effect nobody really was interested in supplying the cars—in the laundry business I don't figure it out.

Mr. DUDDING. Those are the responses that we received, sir.

Senator SYMINGTON. For the record, would you please supply the request for bid that was made of the 76 companies?

General YATES. Yes, sir.

(The information follows:)

A very extensive survey of commercial laundry facilities in the Seattle, Tacoma, and Portland area was conducted to determine if adequate laundry service, at a reasonable cost, could be provided by commercial sources. To insure maximum coverage, the Pacific Northwest Laundry, Cleaning, and Linen Supply Association was contacted and requested to furnish a list of firms in the area that may be interested in providing this service. Names supplied by the Association, plus the names of firms taken from the telephone directory, were used to prepare the survey list. A questionnaire to determine interest and a Request for Quotations were forwarded to 76 commercial firms in the area mentioned. Only five of these firms indicated any interest and this was only for a small portion of the total workload. The combined interest shown by all five, on a weekly basis, was for 1,820 laundry bundles and 75,000 pounds of bulk laundry. The present Fort Lewis laundry processes an average of 8,000 bundles and 208,000 pounds of bulk laundry per week. Therefore, it was concluded that the laundry service required by Fort Lewis was not available from commercial sources. Additionally, prices quoted by these five firms were substantially higher than those charged by the Army. For example, the lowest price quoted for bundle service to enlisted personnel was $5.50 per bundle or, on a 52 week basis, $286.00 annually. The same service is available from the Army facility for $5.40 per month or $64.80 annually. In this connection the majority of the troops stationed at For Lewis have recently entered the service and are going through basic and advanced individual training. The individual soldier's earnings during his first year of service are very limited, normally $31.00 to $35.00 per week. Therefore, it is evident that any substantial increase in the cost of clothing maintenance would impose a financial burden on these individuals. With regard to the bulk work, the lowest price quoted by these firms was $0.10 per piece as compared to a processing cost of $0.058 per piece in the Fort Lewis laundry.

Senator SYMINGTON. I would think out there they would be desperately anxious to get more business.

General YATES. As I mentioned, I questioned this too. It was hard for me to believe when I visited Fort Lewis and I became convinced this project was essential in order to provide for the service.

FORT LEWIS, WASH.

Senator SYMINGTON. Now, page 66, your prison load, also Fort Lewis, is expected to reach its peak around 1973 and begin to level off in 1975.

With the phasing down of activities in Southeast Asia, don't you feel there will be a little reduction in your prison load?

General YATES. Yes, sir. Again this is something we have been reviewing steadily since this project was put into the budget to assure that we were forecasting properly. It is very difficult to forecast it. I do personally think that the load will be somewhat lower than this. How-

ever, the size of the confinement facility addition being proposed is appropriate to provide the capability to handle the peak loads which will occur.

Senator SYMINGTON. Has there been any study made of possible increase in the detention problems incident to the growing drug traffic, in turn incident to the war in Vietnam.

General YATES. Whether there has been a major study and what the magnitude of this might be I am not sure.

Again could Major Braxton address this?

Senator SYMINGTON. The question is based on the rumors and also the facts that have been presented to the Armed Services Committee and other committees.

Major BRAXTON. There has not been a formal study made by the Provost Marshal General's Office. I am not familiar with any study made in conjunction with the need for additional detention facilities.

Senator SYMINGTON. Would you find out whether there has been any study of this character made and whatever the facts are submit them at this point in the record?

General YATES. Yes, sir.

(The information follows:)

There has not been any study in reference to the need for additional drug detention facilities incident to the increase in drug traffic in the Army. On the other hand, there is a comprehensive study underway on the requirement for drug rehabilitation facilities in the Army.

Senator SYMINGTON. Thank you.

THE PENTAGON, WASHINGTON, D.C.

Now we turn to page 73, the Pentagon, upgrade power and air conditioning. Why is this an Army requirement rather than a requirement of the Defense Communication Agency?

General YATES. The support of the various facilities involved with the National Military Command Center have been assigned as a service responsibility. The Army has been assigned the responsibility to support the message center which supports the National Military Command Center and this is a project related to that.

PANAMA AREA, CANAL ZONE

Senator SYMINGTON. Very well. Page 80. You mentioned the rehabilitation of the Boyd-Roosevelt Highway in the Republic of Panama. It is not in the Canal Zone but is in Panama proper; is that correct?

General YATES. That is correct.

Senator SYMINGTON. Will you state again for the record why the Army is required to repair this highway and is it primarily used by the military?

General YATES. The highway is not primarily used by the military. It was built originally for military requirements but it is now an open highway.

As part of an international agreement, the United States agreed to maintain this highway and in return we have free use of all highways in Panama.

As a result of this international commitment the United States is obligated to maintain the highway and Army has been given that responsibility.

Senator SYMINGTON. Very well.

POLLUTION CONTROL

Go to page 82. You are asking for $35,500,000 for air pollution control in order to comply with the Federal, State and local air pollution regulations.

Presumably this is all required by law?

General YATES. Yes, sir. Of course, the President urged that Federal agencies take the lead toward overcoming any pollution problems which they create but the standards are basically established by the States and we do satisfy those standards with any projects that we undertake.

Senator SYMINGTON. When do you anticipate these programs will be completed?

General YATES. As I mentioned following my opening statement, sir, we expect a major amount of work to be programed in the fiscal year 1973 program. I would say we expect to have those that we can currently identify done by 1975.

Senator SYMINGTON. Are these projects all at active installations?

General YATES. Yes, sir, with one possible exception. There is a pollution control project at Sunflower Ammunition Plant. This plant is scheduled to be deactivated. However, we consider the project should still go ahead because it is to be held in standby as part of our reserve and in a ready condition. The pollution control equipment is essential when it goes back into operation and should be part of the physical plant.

Senator SYMINGTON. That was going to be my next question, on page 86.

How much of this money is going into Sunflower?

General YATES. The project at Sunflower is for incinerator facilities for $566,000.

Senator SYMINGTON. Do you feel we should still spend that $566,000 even though you plan to shut the plant down?

General YATES. Yes, sir, we do. We have reviewed this carefully since we were aware the plant was closing down but feel that since it is to be held in a ready status, and the incinerator will take a considerable time to construct, it should be there and ready to go along with the production equipment. It is necessary in the event the plant is activated. We do not want to have to construct the incinerator after the plant is in operation or delay operation while the incinerator is being constructed.

Senator SYMINGTON. We notice 11 of these projects are plants that are contractor operated. Why are these projects not included in your multimillion-dollar program which we understand is financed out of PEMA?

General YATES. Those pollution abatement projects which are not directly related to the production process are normally funded in the MCA program. PEMA projects which relate directly to the production process include pollution abatement as an incidental. Many times pollution abatement comes as part of a change in the process

and modernization of the equipment. When they modernize the plant they may overcome existing pollution problems, but if they are not directly related to the production equipment we normally include them in the MCA program. Many of these projects involve pollution control devices for power plant stacks, or sewage treatment plants which we normally accomplish with MCA funds rather than with PEMA funds.

NATO INFRASTRUCTURE

Senator SYMINGTON. We have discussed this before. For consistency in the record, you are asking $20 million, page 106, for NATO this year as opposed to $41½ million granted to you last year. What is the reason for this reduction?

General YATES. This $20 million in this program plus the existing availability of funds including recoupments which have been obtained from the FRELOC agreement and other prefinanced projects will provide us sufficient money to cover obligations during this fiscal year.

Senator SYMINGTON. You are talking about the sad condition of GI barracks, in Europe, yet at the same time you are cutting down a lot of the money that could go for that, are you not?

General YATES. No, sir; the infrastructure program does not include support which is considered to be an individual country requirement. Those facilities necessary to take care of only our troops have been considered a country requirement and would not be eligible for NATO funding.

As a matter of interest, when we found we were able to reduce from $50 million down to $20 million because of funds that were available, we took the savings and put the money into troop housing projects in this year's budget.

Senator SYMINGTON. Will you submit for the record a tabulation of your authorizations and obligations for the past 5 years?

General YATES. For NATO?

Senator SYMINGTON. Right.

General YATES. Yes, sir.

(The information follows:)

STATUS OF AUTHORIZATIONS AND OBLIGATIONS

[In millions of dollars]

	Fiscal years				Fiscal year 1972 request	Total prior to fiscal year 1973
	1968	1969	1970	1971		
Authorized	$60.0	$55.0	$50.0	$41.5	$20	$226.5
Obligated	30.6	44.3	28.2	[1] 58.0	[1] 50	208.1
Carryover						[2] 15.4

[1] Estimated.
[2] A balance is considered necessary to permit some flexibility in backing up U.S. commitments to an international organization.

FORT SAM HOUSTON, TEX.

Senator SYMINGTON. Turning to page 120, Fort Sam Houston in Texas.

As we understand, all you are asking for here is to transfer authority granted for the headquarters building at Fort Sheridan to Fort Sam

Houston as a result of a consolidation of the Fourth and Fifth Army Headquarters, and you are not asking for additional funding; is that correct?

General YATES. That is correct.

Senator SYMINGTON. And you feel this $2,210,000 is necessary to make this transfer?

General YATES. Yes, sir; we expect at some time in the future there will be added projects but at present it will take care of the consolidation.

Senator SYMINGTON. General, will you please proceed to cover the line items.

General YATES. Yes, sir.

FORT BELVOIR, VA.

The first installation, Fort Belvoir, is located 11 miles southwest of Alexandria, Va. The mission of this installation is to command, train, and provide logistical support to Engineer troop units and the Engineer School; to operate and maintain the U.S. Army Mobility Equipment Research and Development Center and the U.S. Military Academy Preparatory School; to provide facilities for Headquarters Combat Developments Command and to support Davison Army Airfield. The program consists of a new topographic research and development laboratory, quarters for 300 bachelor officers, and modification and rehabilitation of the electrical distribution system. We are requesting $10,750,000.

The Topographic Research and Development Laboratory is the principal research activity for the DOD in its field. The need for a new facility now comes from (1) inadequacy of current facilities to meet the present mission (2) an increased requirement for classified working space (3) an increased requirement for in-house laboratory facilities. Due to space limitations, certain work areas are now located in rented house-type trailers which have minimum utilities with no water or sewer connection. It is common for a scientist to have his office in a trailer and the equipment for his project situated in another enclosure some 100 yards away.

Present laboratories and "clean rooms" are insufficient in quantity and size and alternate facilities are not available. Delays in projects are caused as a result of individual project equipments being squeezed into small common laboratory areas to the extent that both cannot be worked at the same time. Often one project must be dismantled to allow another to proceed. Adequate secure working area or lab space is not available for use in special-interest classified projects. For reasons of economy and efficiency a shift from contractor-oriented work to in-house laboratory-oriented work is planned. The increase in laboratory space and shift to in-house work will reduce technological risk, save time and insure successful developments.

The second project, BOQ construction, will provide permanent housing for 300 permanent party and student officers assigned to U.S. Army Engineer Center. The housing requirement is currently being satisfied by some adequate spaces and inadequate spaces on post with the balance of the housing requirement being satisfied by community support housing. The requirement that students reside

off post increases TDY costs, detracts from classroom performance, and works an economic hardship on the individual officer whose quarters allowance is rarely adequate to meet the cost of rent and additional transportation costs resulting from residing off post. It further curtails the availability of rental quarters otherwise available for married couples.

The proposed modification of the electrical distribution system will provide two additional substations to serve the needs of a population in excess of 25,000 people. Additional power is needed for existing facilities, projects currently under construction and projects planned for construction in support of the installation's many tenant organizations. This project is urgently needed to prevent curtailment of power usage.

CARLISLE BARRACKS, PA.

The second installation in 1st Army, Carlisle Barracks, is located at Carlisle, Pa. The mission of this installation is to provide administrative and logistical support for the operation of the Army War College, Army Institute of Advanced Studies, Dunham Army Hospital, and other units and activities. Carlisle Barracks also provides services and facilities to other installations as directed. The program consists of heat plant conversion.

This project was approved in the fiscal year 1971 MCA program to convert the existing stoker-fed coal-fired boilerplant to natural gas in order to comply with Federal, State, and local air pollution control regulations. Due to necessary increases in the project for an emergency generator and electrical work, additional adjustments to existing equipment, and the rise in construction costs, the original project could not be constructed for the original budget estimate; therefore, an amendment to the previous authorization in the amount of $66,000 was required. Since the submission of this project to Congress, the Army has been informed by the United Gas Improvement Corp. that only interruptable gas service would be available for Carlisle Barracks. Since the original design was based on the use of noninterruptable gas, it is necessary to provide an alternate fuel source to be available for those periods when there is no gas service. Accordingly, the addition of a dual fuel system adds an additional increase of $89,000 in cost to the project. An amendment increasing the previous authorization by $155,000 is required.

FORT HANCOCK, N.J.

Fort Hancock is located 9 miles northeast of Red Bank, N.J. The mission of this installation is to provide administrative and logistical support to the 52d Brigade (air defense) that controls the New York and Philadelphia air defense networks under command of the Army Air Defense Command. The program consists of secondary sewage treatment facilities.

This project is necessary to comply with Federal, State, and local regulations in regard to water pollution abatement. The project was originally in the fiscal year 1970 MCA program, but the original budget estimate did not include provision of a pumping station and rising construction costs have added to the new estimated cost of the project. An amendment in the amount of $68,000 is required.

FORT KNOX, KY.

Fort Knox is located 30 miles south of Louisville, Ky. The mission of this installation is to operate the U.S. Army Armor School, U.S. Army Maintenance Board, U.S. Army Armor Board and certain medical research activities. The installation commands, trains, and supports nondivisional armor units, a recruit training center, and supports Reserve Component summer training. The program consists of a 28-chair dental clinic. We are requesting $775,000.

Fort Knox is authorized 133 dental chairs in permanent facilities and has only 34 existing and 26 under construction. Of the 71 existing substandard chairs, 59 are in temporary buildings which were built in 1943, and 12 chairs are in a permanent building under inadequate conditions. As many as 14 chairs are located in one room in these temporary buildings. The great strides dentistry has made in recent years make these 25-year-old facilities antiquated. Deferment of this project, in addition to hampering the residency programs, will result in inefficient utilization of dentists and inability to provide the service authorized. Fort Knox is designated as an isolated area for dependent dental care.

FORT LEE, VA.

The next installation, Fort Lee, is located 3 miles northeast of Petersburg, Va. The mission of this installation is to command, train, and support units and activities assigned to the Quartermaster Center and to support other on-post and satellited units and activities. The program consists of bachelor officer quarters, a new main post office building, and improvement of the electrical distribution system. $5,192,000 is requested.

The BOQ project is required to provide housing for 300 student officers and permanent party officers at Fort Lee. In addition to the quartermaster school located at Fort Lee, there are the courses of instruction taught by the Army Logistics Management Center which have temporary duty officers in attendance at an average of 25 courses per year. The housing requirement is currently being satisfied by use of converted barracks, substandard BOQ's, and civilian community support housing.

The post office facility is required to replace an existing World War II building which is substandard from the standpoint of security: fire protection, heating, and ventilation. Renovation of the present facility is considered impractical because of excessive costs which would be required to correct the numerous deficiencies. This post office is one of several identified as substandard by the Committee on Post Office and Civil Service in Committee Print No. 4, 90th Congress, 1st session, July 7, 1967. There is no existing facility which could be used to satisfy this requirement.

FORT GEORGE G. MEADE, MD.

The next installation, Fort George G. Meade, is located 18 miles south of Baltimore, Md. The mission of this installation is to train and support strategic Army forces and post troop units; to support Headquarters, 1st U.S. Army, National Security Agency, Reserve compo-

nents, and ROTC summer training. The program consists of an expansion of the confinement facility and improvement of the electrical distribution system. We are requesting $2,480,000.

The project to expand the confinement facility is in conformity with the recommendations of the Secretary of Defense's Blue Ribbon Committee on Confinement Facilities. It does not increase the capacity of the facility but provides for adequate facilities for the rehabilitation program. At present, deficiencies in the layout, lighting, fencing, and towers require an excessively large guard force. The existing cell block lacks an adequate number of cells for segregation of extreme disciplinary problems, suicide risks, and the like, having but 14 individual cells of a recommended 74. Adequate facilities presently do not exist to work prisoners within the stockade nor to assemble and train during inclement weather. As a result of this project, security will be improved, indoor work can be accomplished, as currently emphasized, and additional correctional programs can be initiated which are currently not possible.

The other project will augment and upgrade the electrical distribution system to provide adequate power for present facilities and programed construction that will serve a population of approximately 29,000 people. An annual growth rate of 7.2 percent in power demand makes this project a mandatory requirement preventing mission breakdown due to overloaded conditions and delay of future construction.

FORT BENNING, GA.

The first installation in 3d Army, Fort Benning, is located at Columbus, Ga. The mission of this installation is to command, train and provide logistical support for a division-size force. It operates and supports the Infantry School and Infantry Board. It instructs, tests, and qualifies officers and enlisted men in airborne and ranger techniques and supports summer reserve component training. The program consists of modernizing and augmenting the electrical distribution system and street lighting. We are requesting $2,185,000.

This project is required to provide the second phase of a three-phase upgrading program to replace the 40-year-old obsolete and inadequate electrical distribution system. This phase also includes the replacement of the existing inadequate street lighting in the main post area with a new efficient mercury vapor lamp system.

FORT BRAGG, N.C.

The next installation, Fort Bragg, is located 10 miles northwest of Fayetteville, N.C. The mission of this installation, which houses the XVIII Airborne Corps, is to command, train and support an airborne division and other airborne units, to test airborne equipment and techniques, and to support the U.S. Army John F. Kennedy Center for Military Assistance. The program consists of a moving target simulator building, an addition to Womack Army Hospital, and a new commissary building. $9,631,000 is requested.

The moving target simulator building will be utilized for the training of Redeye gunners. The moving target simulator is a training

device which is used to supplement or replace the requirement for live aircraft flights. It is designed to develop and maintain Redeye gunner proficiency. The device has the capability, through use of target film programs, for simulating all types of foreign and U.S. tactical aircraft with all performance and flight characteristics up to speeds of 650 knots. It provides easily evaluated training in the areas of target discrimination, target acquisition, target tracking and associated gunner action. The device provides for an all weather training capability, eliminates the danger factor inherent with live tactical aircraft and eliminates scheduling programs for live aircraft support. The instructor has complete control of all facets of gunner training. He can present well defined repeatable target trajectories at his discretion and need not be concerned with air traffic control, pilot actions, drone operators, or other time-consuming activities. Background simulation enables presentation of a variety of tactical environments. Provision of this project will permit the use of the moving target simulator for training and eliminates use of live aircraft except for supplemental training.

The next project will provide a clinical addition to Womack Army Hospital. It will expand inadequate clinic and administrative facilities to the size necessary to accommodate the 142 percent increase in outpatient workload which has been experienced since the hospital was built in fiscal year 1958. The project includes 93,600 square feet of new construction and 48,100 square feet of alterations to functionally integrate the addition with the existing facility. If this project is not provided, patient care programs will be confined to the existing overcrowded facilities.

The third project at Fort Bragg will provide a permanent commissary store to serve approximately 40,000 military personnel assigned to Fort Bragg and Pope Air Force Base. The commissary store is currently housed in a structure which was developed by connecting two World War II temporary warehouses. It is in poor physical condition and has limited backup storage space, which results in excessive double handling of merchandise and additional manpower requirements. Lack of adequate commissary store facilities force many military families to use commercial stores at prices considerably higher than in the commissary, thus imposing a financial hardship on many of the store patrons, particularly enlisted personnel. The building now in use as a commissary store cannot be expanded due to its location and deteriorated condition.

FORT CAMPBELL, KY.

The next installation, Fort Campbell, is located 8 miles northwest of Clarksville, Tenn. The mission of this installation is to provide for the support and training of combat units. The program consists of new maintenance hangars and other improvements at Campbell Army Air Field.

This project is required to provide adequate aircraft operations and maintenance facilities at Fort Campbell, Ky. An aircraft population of 498 is anticipated and present facilities can support only 88 aircraft leaving a deficiency of 410. This project will provide facilities

for 62 aircraft. Future year programs will complete the requirement to provide adequate facilities for all aircraft. Complete and usable facilities are planned within each increment of this program so that the utility of no facility is dependent on future construction. This provides facilities for 62 helicopters, the additional fuel storage required to support the increased aircraft assigned and a medical dispensary to support aviation personnel operating out of Campbell Army Airfield. We are requesting $9,996,000.

FORT RUCKER, ALA.

The next installation, Fort Rucker, is located 10 miles south of Ozark, Ala. The mission of this installation is support of the Army Aviation Center where individual pilot training for fixed and rotary wing Army aircraft is conducted. It also supports advanced training for organization maintenance of aircraft. The program consists of an enlisted women's barracks, $437,000 is requested.

This project will satisfy the requirement to provide permanent housing for the enlisted women assigned and attending courses of instruction at Fort Rucker. The enlisted women are now housed in World War II type temporary barracks which were built in 1942. The buildings have deteriorated and are difficult to maintain. There are no adequate facilities on post which could be used as an alternative.

FORT BLISS, TEX.

The first installation in Fourth Army, Fort Bliss, is located in El Paso, Tex. The mission of this installation is to provide facilities and support for the U.S. Army Air Defense Center, U.S. Army Air Defense School, and U.S. Army Air Defense Board. Fort Bliss supports and supervises training of nondivisional units and provides logistical support for William Beaumont General Hospital. The program consists of a new main Post Office building. We are requesting $626,000.

The existing post office is housed in a World War II temporary building that is inadequate to cope with the present workload. It is in a state of accelerating deterioration, and refurbishment is considered impractical because of the expense involved in a complete rehabilitation. Further, the expense of refurbishing would still leave a facility with both insufficient space and a poor design that is not conducive to efficient mail handling operations. This post office is one of several identified as substandard by the Committee on Post Office and Civil Service in Committee Print No. 4, 90th Congress, first session July 7, 1967. The present facility will be demolished upon completion of this construction. There is no existing facility which could be used for this requirement.

FORT HOOD, TEX.

The next installation, Fort Hood, is located at Kileen, Tex. The mission of this installation is to command, train and support two divisions and a corps headquarters, and to support Reserve Components summer training. The program consists of tactical equipment maintenance and repair shops and other facilities, and a 3,300-man barracks complex. We are requesting $23,435,000.

The first project will provide direct support maintenance shops for the use of the maintenance battalion in an armored division of the Strategic Army Forces and organizational maintenance facilities for the maintenance battalion. There are 22 permanent shops and the remaining shops are World War II temporary frame buildings that are inadequate in size to permit the entrance of tanks, cranes, other large items of equipment, and lack required lifts and inspection pits. The lack of shop facilities has resulted in doubling up of units in shops and facilities such that two battalions occupy a shop and facilities designed for one battalion. The large number of vehicles and equipment concentrated in the shops and parked in the area awaiting shop space pose a significant fire hazard. If this project is not approved, maintenance operations and training will continue to have an adverse effect on the readiness posture of STRAF units.

The barracks project will provide permanent housing and supporting facilities for 3,300 enlisted personnel of a division. The requirement is currently being satisfied by the use of World War II temporary buildings which have long since passed their economic life expectancy. Continued occupancy will be accompanied by ever increasing maintenance and repair costs and declining morale and personnel retention rates. In accordance with the new standards for barracks design at 90 square feet per man, this project provides for three-man rooms.

FORT SAM HOUSTON, TEX.

The third installation in Fourth Army is Fort Sam Houston, and is located at San Antonio, Tex. The mission of this installation is to support Headquarters, Fourth U.S. Army which will be redesignated Fifth U.S. Army on June 30, 1971, and Brooke Army Medical Center. The program provides for reconversion of five permanent buildings to barracks space, and for BOQ construction. We are requesting $9,694,000.

The first project will convert five permanently constructed buildings, originally constructed as barracks in 1928, 1929, 1939, back to barracks and improve 46,145 square feet of administrative space for headquarter elements of the post. The buildings are presently being used by the Medical Field Service School and will be vacated upon the completion of the new MFSS buildings. If this project is not approved, these buildings will remain vacant as they cannot be used as barracks in their present classroom, laboratory configuration and the 1,813 men they will be capable of housing will continue to occupy World War II temporary structures. This project will provide air-conditioned room configured barracks, three men to a room at 90 square feet per man.

The 300-man BOQ is needed to provide adequate housing for permanent party and student officers. Adequate housing on post and community support housing is being utilized, however, a large deficiency of adequate housing exists making it necessary for officer personnel to be housed in substandard housing on post and inadequate housing off post. Bachelor officer housing provided by this project will reduce per diem and quarter allowance payments.

The lack of adequate housing detracts from the performance of students attending the demanding medical courses of instruction at this installation and impacts adversely on the retention of these critical medical personnel.

The Army is also requesting an amendment to transfer authorization in Public Law 91–142 in the amount of $2,210,000 from Fort Sheridan to Fort Sam Houston to construct facilities for housing elements of Fifth U.S. Army Headquarters. This heaquarters is being relocated from Fort Sheridan to Fort Sam Houston and consolidated with Fourth U.S. Army.

FORT SILL, OKLA.

Fort Sill is located 4 miles north of Lawton, Okla. The mission of this installation is to command, train and support artillery and surface-to-surface missile units; to activate and train STRAF artillery units; to support the Army Artillery and Missile School, Artillery Advanced Individual Training Center and Reserve Components summer training. The program consists of a service club for enlisted personnel. $940,000 is requested.

This project will provide a recreational facility in a troop area housing 5,154 enlisted men in permanent barracks. The closest existing permanent facility is 2 miles distant and is inadequate in size to satisfy the requirement. A temporary facility capable of accommodating one-fifth of the requirement is located near the troop area. This facility was erected in 1941 and cannot be expanded to provide the required recreational facilities.

FORT CARSON, COLO.

The only Fifth Army installation included in this program is Fort Carson which is located 7 miles south of Colorado Springs, Colo. The mission of this installation is to provide facilities and support for a mechanized infantry division and nondivisional support units. The program consists of a 3,300-man barracks complex and a new commissary building. We are requesting $23,172,000.

The first project will provide permanent barracks and supporting facilities for personnel assigned to the 4th Infantry Division (Mechanized). This requirement is currently being satisfied by the use of World War II temporary buildings. Continued occupancy of these facilities is not only detrimental to the morale of the occupants but their health as well. The seriously deteriorated condition of these buildings presents a safety hazard as the heating systems and electrical wiring are faulty and must be replaced.

The other project will provide a permanent commissary store to serve approximately 25,000 military personnel assigned to Fort Carson. The commissary store is currently housed in a crowded temporary building, which is in poor condition structurally, and has limited backup storage space, resulting in double-handling of merchandise and constant use of vehicles and additional manpower. Lack of an adequate store forces many military families to use commercial stores at prices higher than in the commissary, thus imposing a financial hardship on many of the store patrons, particularly enlisted personnel. It is not feasible to expand the building now in use as a commissary store due to the age of the building and its poor physical condition.

FORT LEWIS, WASH.

The first installation in 6th Army, Fort Lewis is located 15 miles east of Olympia, Wash. The mission of this installation is to command, train, and support an infantry division and nondivisional units and to support Reserve Components summer training. The program consists of a new post laundry and an addition to the confinement facility. $3,931,000 is requested.

The new laundry facility will replace an obsolete structure of temporary World War II design which was constructed in 1941. It will make available an operation with sufficient capability to provide laundry support to a troop population of approximately 25,000 and to Madigan General Hospital. A survey completed in October 1970 revealed that the required laundry service was not available from commercial sources or by Interservice support agreements from any other DOD or Government agency. There is no space available at the installation which can be converted to provide this service.

The second project is needed to provide for additional confinement facilities at Fort Lewis. This project is in conformity with the Provost Marshal General plan to consolidate confinement facilities and Fort Lewis will be the Army facility serving the northwest sector of the United States. The addition is necessary to preclude overcrowding, reduce the possibility of communicable diseases, internal disorders and riot. A temporary facility is now in use that does not provide space for rehabilitation workshops, recreational or mess facilities.

FORT ORD, CALIF.

Fort Ord is located 4 miles north of Seaside, Calif. The mission of this installation is to command, train and support an Army Training Center and nondivisional units and to support the Combat Developments Command Experimentation Command at Hunter-Liggett Military Reservation, Common Specialist School, Reception Center and Reserve Component summer training. The program consists of construction of two barracks. We are requesting $2,174,000.

This project originally provided for a 300-man medical barracks and a 240-man barracks; however, it was necessary to realine the number of barracks spaces. The project will now provide for a 260-man medical barracks located in the vicinity of the new station hospital and a 280-man barracks to complete a permanently constructed brigade complex. Medical personnel are currently billeted approximately 2 miles from the hospital. This distance and the number of personnel involved presents a major transportation problem. It further greatly reduces the availability of personnel to respond to emergencies. The 3d brigade troops are currently housed in temporary buildings one-half to three-fourths of a mile from the balance of the brigade; in addition to the adverse impact on morale of substandard living conditions, the fragmentation of the unit destroys integrity and detracts from the unit esprit.

PRESIDIO OF SAN FRANCISCO, CALIF.

The next installation, the Presidio of San Francisco, is located at San Francisco, Calif. The mission of this installation is to support

Headquarters, Sixth U.S. Army, Letterman General Hospital and Sixth Region U.S. Army Air Defense Command. The program consists of facilities for the Western Medical Institute of Research. We are requesting $10,498,000.

This is the second phase of a three phase project to construct a Medical Institute of Research collocated with Letterman General Hospital. The requirement for this project arises from the need for a facility at one location to bring together widely scattered medical research functions. The widely scattered activities are not adequately responsive to the medical research requirements of the Army. The mission of this new facility is to provide capability for general medical research, with emphasis in the field of infectious disease that causes high noneffective rates in the Army. The research will be particularly oriented toward communicable and infectious diseases of remote areas of the world. The second phase will provide a facility to house the Department of Neuropsychiatry, the Department of Experimental Pathology, additional administrative and logistics areas, and computer services from the U.S. Army Medical Research and Nutrition Laboratory. The Department of Neuropsychiatry will consilidate the Neuropsychiatry element of Walter Reed Army Institute of Research and Psychophysiology element of the Army Medical Research Laboratory, Fort Knox, Ky.

FORT MYER, VA.

The only installation in this program under the Military District of Washington is Fort Myer, which is located in Arlington County, Va. The mission of this installation is to provide housing and other facilities for the Chairman, Joint Chiefs of Staff, Army Chief of Staff, and other General Officers of the Department of the Army General Staff, and to support members of all military services assigned to critical missions in the Military District of Washington. The program provides for modernization of six barracks buildings; $2,300,000 is requested.

This project will modernize and upgrade six permanent barracks, constructed between 1895–1905, to present standards of adequacy. These buildings are used to house personnel assigned to the "Old Guard" and are to be retained under the approved Fort Myer master plan. The project also includes the construction of a mechanical equipment building, and the installation of heating and air conditioning equipment, replacing five individual oil-fired boilers. Interior improvements include rehabilitation of latrines and construction of partitions to divide open bay areas into two-, three-, and four-man rooms.

ABERDEEN PROVING GROUND, MD.

The First Army Material Command installation, Aberdeen Proving Ground, is located 30 miles northeast of Baltimore, Md. The mission of this installation is to engage in research, engineering, test and evaluation of weapons, ammunition, automotive material and combat equipment. The installation provides logistics support to headquarters, U.S. Army Test and Evaluation Command and the Ordnance Center and School. The program consists of quarters for 150 bachelor officers. $2,048,000 is requested.

This project is required to provide adequate housing for permanent party and student officers. This requirement is currently being satisfied by the use of substandard BOQs and community support housing. This installation has a total requirement for 580 BOQ spaces and has only 130 adequate spaces on post at present.

Lack of adequate housing substantially increases TDY payments to student officers and impacts adversely on the availability of community support housing for married personnel.

AERONAUTICAL DEPOT MAINTENANCE CENTER, TEX.

The Aeronautical Depot Maintenance Center (ARADMAC) is located 10 miles south of Corpus Christi, Tex. The mission of this installation is to perform depot maintenance on Army aircraft. Maintenance includes overhaul, repairs, modifications, retrofit and modernization. The program consists of two turbine engine test cells and an addition and alterations to the plate and paint shop. We are requesting $5,052,000.

The first project is required to provide ARADMAC with capability to: (1) test higher horsepower turbine engines, (2) reduce three-shift operation of existing test cells, and (3) perform maintenance engineering tests and product improvement studies. ARADMAC is the Army's only in-house maintenance facility capable of overhauling turbine engines. It presently does not have the capability to test the 2,500 to 6,000 horsepower T–55–L11B turbine engines used in CH–47C helicopters. These engines will require overhaul by late fiscal year 1972.

A total of 14 test cells, of which three are substandard and cannot be used for full test runs, are now being used on a three-shift basis. Installation of the requested modern test cells will allow reduction of test cell utilization to a more efficient operation. Further, the existing test cells either have a limited capability or cannot be used for engineering runs. The requested test cells will provide a capability for product improvement studies and quality evaluations. The engineering functions are required to ensure safe and efficient overhaul procedures.

The second project is required to provide an updated facility for metal plating, processing and painting of aircraft engines, transmissions, and rotor head components for AH–1G, UH–1, OH–6, OH–58, and U–21 aircraft. The existing facility has inadequate capacity to support current and projected workloads. Technical specifications for rebuild of component parts for new models of aircraft require processing which cannot be performed with existing facilities. The new facility will provide all required processes and a more efficient flow-path of parts through the shops. The present facility is housed in three separate shop areas which were constructed in 1942. The equipment is obsolete, worn out, and incapable of extended operation. Due to an inadequate ventilation system, corrosive vapors have deteriorated the building and equiment, and present a severe safety and health hazard. Rectifiers and other electrical control equipment are exposed to these corrosive vapors and require extensive repair and replacement to keep the system operational. Since metal plating and painting is an integral part of the overhaul process, the eventual breakdown of the existing facility will jeopardize the ARADMAC component overhaul program.

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BADGER ARMY AMMUNITION PLANT, WIS.

This installation is located midway between Baraboo and Sauk City, Wis., or about 8 miles from both communities. The mission of this installation includes manufacture of double base propellants, ball powder, and rocket grains; receipt, surveillance, maintenance, renovation, demilitarization, salvage, storage, and issue of assigned field service stocks; and mobilization planning. The program provides for air and water pollution abatement facilities. We are requesting $630,000.

This project consists of two projects that were approved in the fiscal year 1971 MCA program, sanitary and industrial waste treatment facilities, and fuel conversion plant No. 1. Both projects are required in order to comply with Federal, State, and local air and water pollution requirements. The projects cannot be constructed with the funds available.

The increase in cost of the sanitary and industrial waste treatment facilities resulted from the requirement to increase treatment to comply with present pollution control standards and resiting the facility to provide a suitable location for gravity sewer lines. The fuel conversion of plant No. 1 project has increased in cost due mainly to underestimating the cost of the oil storage tanks and the related fire protection system and the supporting utilities.

The fuel conversion project will be accomplished using the existing authorization and available funds. The sanitary and industrial waste treatment facility project will be accomplished after the requested deficiency authorization is approved.

HARRY DIAMOND LABORATORIES, MD.

Harry Diamond Laboratories, now located in Washington, D.C., is to be moved to the Naval Ordnance Laboratory property at White Oak, Md. The mission of this installation is to conduct research and development in physical sciences and engineering directed toward meeting military characteristics for fuses and related items. It conducts research, development, and testing to determine susceptibility of ordnance electronics material to nuclear radiation effects and ways and means of developing less susceptible material. The program consists of the second phase of a planned three-phase construction project to relocate Harry Diamond Laboratories from Washington, D.C., to the Naval Laboratory site at White Oak, Md.; $9,035,000 is requested.

The requirement for new facilities at a new site stems from inadequate space at the current site and the requirement that the current site be vacated by the Army. The present location of Harry Diamond Laboratories is the old National Bureau of Standards site on Van Ness Street in the District of Columbia. General Services Administration, in conjunction with the National Capital Planning Commission, has redesignated the area for other purposes. This proposed phase will provide an administration building, a post engineering building, and supporting facilities in support of personnel operating the research and development complex.

EDGEWOOD ARSENAL, MD.

The next installation, Edgewood Arsenal, is located 15 miles northeast of Baltimore, Md. The mission of this installation includes research and development of chemical, smoke, and flame weapons systems and research and development in nuclear defense and radiological techniques. The program consists of an extension of the on-post road net to connect to relocated State highway and a new gate. We are requesting $1,736,000.

This project is necessary to provide an improved entrance and access road to the installation. The Maryland State Roads Commission, after intensive traffic surveys, has determined that a new access road is required to alleviate traffic congestion on the present highway system. Traffic congestion on the present system has led to a Maryland State Highway Commission project for the extension of a four-lane highway to the installation boundary. The fiscal year 1972 Maryland State Roads Commission program includes the project which will provide a two-lane paved highway with necessary grading and fill work for the ultimate four-lane highway as well as a new four-lane overpass entrance to Edgewood Arsenal. The new entrance will provide rapid and efficient access to the installation during peak traffic hours. In event of emergencies, direct access to the major highway system would be possible. It is in the best interest of the Government to support the highway construction effort in reducing local congestion while providing improved highway service to the installation.

JOLIET ARMY AMMUNITION PLANT, ILL.

Joliet Army Ammunition Plant is located 17 miles south of Joliet, Ill. The mission of the installation includes the manufacture of lead azide, TNT, DNT, tetryl, and to load, assemble, and pack artillery and mortar propellant charges. The program consists of a project to convert central heating plants. This project was approved in the fiscal year 1969 MCA program to convert two steam power plants from coal-fired to natural gas and oil in order to comply with Federal, State, and local air pollution regulations. The original budget estimate was based on the gas company supplying all the gas needed to operate the plants and to construct the gasline. The actual gas contracted for is insufficient and must be supplemented with oil as a fuel. The gas company will not construct gas lines on Government installations. This requires construction of 8,400 feet of gasline which was not included in the original estimate. We are requesting $203,000.

LETTERKENNY ARMY DEPOT, PA.

The next installation, Letterkenny Army Depot, is located 5 miles northwest of Chambersburg, Pa. The mission of this installation is to receive, store, maintain, and distribute general supplies, conventional ammunition and guided missiles. It also supports the U.S. Army Materiel Command Major Item Data Agency, Logistic Systems Support Center, Facilities and Services Center, Maintenance and Engi-

neering Office, Equipment Manuals Field Office, Depot Maintenance Control Center, and Depot Data Center. The program consists of an ammunition washout facility. We are requesting $319,000.

This facility is required to provide an ammunition demilitarization capability in the First Army Area to dispose of obsolete explosives, loaded bombs, and projectiles. Alternatives to washout are disposal by sea dump or demolition. Both alternative methods are unacceptable due to resultant environmental pollution, excessive costs, safety considerations and loss of critical material. The depot currently has on hand 5,000 short tons of material suitable for washout and authorized for demilitarization. The proposed facility will eliminate the loss of these critically short supply materials and at the same time result in a sizable monetary return to the Government through the sale of the salvaged materials to defense contractors. The washout technique is considered the most effective, economical and remunerative method to use in demilitarization of composition B and TNT-loaded ammunition.

REDSTONE ARSENAL, ALA.

Redstone Arsenal is located 10 miles southwest of Huntsville, Ala. The mission of this installation is to support Headquarters, U.S. Army Missile Command. It is the principal commodity center for rockets, guided missiles, and related systems and equipment. The principal Army Munitions and Missile Training Center and School is located at Redstone Arsenal. The program consists of quarters to house 80 bachelor officers.

This project will provide for adequate housing of permanent party bachelor officer personnel assigned at this installation. The current bachelor housing requirement, not met by existing adequate housing, is being satisfied by use of existing substandard housing and use of housing in the civilian community. Failure to provide adequate housing results in an economic hardship on the bachelor officer whose quarters allowance is in most cases not sufficient to defray the rent, utility charges and additional transportation costs resulting from maintaining a residence in the civilian community. We are requesting $879,000.

WHITE SANDS MISSILE RANGE, N. MEX.

White Sands Missile Range is located 28 miles northeast of Las Cruces, N. Mex. This installation is a national range with a mission to test and evaluate missile and rocket systems and related material. It supports all range users including Army, Navy, Air Force, and systems contractors. The program consists of range facilities; $1,954,000 is requested.

This project is required to provide upgrading of test and evaluation facilities at White Sands Missile Range. This is a part of a phased program to maintain an adequate test facility for improved and new missile systems. The projects requested in fiscal year 1972 are:

Optical support facility (an addition to the optical calibration tunnel building).

Five distant optical attitude measuring system sites.

A single-story addition to dry site telemetry building.

A single-story addition to king I (a radar control building).

Range power distribution line.

As a national missile range, White Sands must be capable of providing accurate, current data in support of all programs assigned to the range. The modernization program is based on the requirement to provide a fully instrumented facility to support current and planned programs.

The original request of the Army has been reduced by $253,000 which was originally programed for a portion of the project for distant optical attitude measuring system. This portion was withdrawn as the requirement has been reduced by utilization of some existing facilities.

YUMA PROVING GROUND, ARIZ.

The next installation, Yuma Proving Ground, is located at Yuma, Ariz. The mission of this installation is to perform engineering and service tests of research and development projects; to conduct surveillance and acceptance tests on production material; and to support other research and development activities. The program consists of a weapons evaluation facility.

The weapons evaluation facility is needed to accomplish assembly, disassembly, inspection, and modification of long range artillery and vehicle mounted armament systems. The building now used (designed as a warehouse) is too small and has no capability to perform modifications on long and heavy artillery pieces. The weapons storage building (No. 3522) now being used was designed and constructed as a warehouse. It contains 8,000 square feet of space. The new facility space requirement is 90,700 square feet. Artillery testing has increased 200 percent in the last 2 years and is expected to increase 275 percent over the present level within the next 5 years. The increased workload in artillery test programs at Yuma Proving Grounds makes the proposed construction vital to the artillery mission. The existing weapons storage building will not support an overhead crane. Interior supports restrict working bay areas. Overhead cranes (one 40 tons, two 10 tons) are necessary to lift guns and gun turrets. Clear working floor area is required to maneuver self-propelled gun and traverse weapons through all degrees of azimuth and elevation while performing the work. We are requesting $2,921,000.

EAST COAST RELAY STATION, FORT DETRICK, MD.

The mission of the USASTRATCOM East Coast Telecommunications Center is to command, operate, and maintain the USASTRAT COM-CONUS facilities located at Fort Detrick in Frederick, Md., to operate and maintain a 300-line AUTODIN switch center (ASC) and a multiline ASC interface system, and to provide technical operator training for selected MOS students and service tests on fixed-plant communications-electronics equipment; $326,000 is requesed.

This project provides support facilities for one AN/MSC–46 Satellite Communications Terminal, and one Heavy Transportable Satellite Communications Terminal. The AN/MSC–46, which is to become operational in November 1972, will serve as the primary CONUS east coast satellite ground terminal providing command and control communications through the Atlantic satellite to the unified command in

the European area. The heavy transportable currently under production and scheduled for delivery to the Army during the fourth quarter of fiscal year 1972, is a prototype model of the next generation satellite ground terminal. This new terminal will undergo a testing program prior to its deployment in the defense satellite communications system (DSCS). Upon completion of this testing program it will replace the AN/MSC–46 at this site. The prototype model is being collocated with the operational terminal at Fort Detrick to save an estimated $300,000 relocation costs at a later date if testing was done elsewhere.

FORT HUACHUCA, ARIZ.

The next installation, Fort Huachuca, is located 41 miles northwest of Bisbee, Ariz. and is the headquarters for the U.S. Army Strategic Communications Command (USASTRATCOM). This command is the principal manager for the Army's portion of the defense communications system (DCS), including extension, restoration, engineering, leasing, installation, and operation of the DCS (Army). This command also provides engineering, installation, and technical support services as required, for non-DCS communications, and operation of the non-DCS communications systems as assigned. In addition the Army Intelligence School is located at this installation. The program consists of bachelor officer quarters.

This project will provide 180 additional adequate BOQ spaces for bachelor officer personnel. This requirement is being satisfied now by the use of World War II temporary structures which have long since passed their economic life expectancy. Continued use of these facilities will result in ever increasing operation and maintenance costs due to the advanced stages of deterioration. If this project is not approved, bachelors will be forced to continue to occupy these inadequate quarters due to the lack of sufficient community support housing and the geographic isolation of this installation. We are requesting $2,580,000.

THE PENTAGON, VA.

Located immediately south of the District of Columbia, the Pentagon serves as a home for the Department of Defense and Headquarters, Departments of the Army, Navy, and Air Force.

This requirement is to provide adequate commercial and auxiliary power and air conditioning to support the automatic message processing system (AMPS) which directly supports the National Military Command Center in the Pentagon. The present power supply and air-conditioning system supporting the AMPS is currently connected to the overloaded Pentagon commercial power supply system. There is no auxiliary power or air-conditioning system available to provide support to the AMPS in the event of failure to the commercial power source. The new transformer vault requested in this requirement is to relieve the overloaded vault presently providing power to this facility. This transformer vault is presently loaded to approximately 75 percent capacity which exceeds the recommended loading of 60 percent maximum by 15 percent. The auxiliary power system will be automated for unattended operation and expandable to a 1,500 kilowatt system. The vault will also be expandable to a 3,000 kilovolt-ampere system. We are requesting $1,072,000.

BROOKE ARMY MEDICAL CENTER, TEX.

Brooke Army Medical Center is located at Fort Sam Houston, San Antonio, Tex. The center operates Brooke General Hospital, the Army Medical Field Service School, a regional dental activity, surgical research unit, and the Army Medical Service test and evaluation activity. The program consists of air conditioning and alterations of hospital buildings.

This project will provide for the air conditioning of, and minor alterations to, three hospital annex buildings and minor alterations to the main hospital building. It will provide adequate space for the dental clinic and a new pediatric isolation ward, and improve facilities for the emergency room, X-ray service, the diet therapy office, combined medical supply, the chapel, and the treasurer and cashier area. These improvements will eliminate serious overcrowding in the emergency room and in X-ray facilities. In addition, those areas previously intolerable to patients during the long, hot season will be air conditioned. We are requesting $2,551,000.

WALTER REED ARMY MEDICAL CENTER, DISTRICT OF COLUMBIA AND MARYAND

Walter Reed Army Medical Center is located in Washington, D.C. The mission of this medical center is to provide medical treatment for members of the armed services and their dependents, to engage in medical research and development and to support medical center activities including medical research and training. The program consists of construction of a multistory hospital building. $112,500,000 is requested.

This project will provide for the replacement of Walter Reed General Hospital. The existing hospital, part of one of the foremost medical centers in the world, is the primary Army professional teaching facility. The center includes the Armed Forces Institute of Pathology, Walter Reed Army Institute of Research, the Walter Reed Army Institute of Nursing, the U.S. Army Institute of Dental Research, as well as this hospital. It is presently housed in structures, some of which are 60 years old. Professional and administrative activities are dispersed throughout 46 buildings on two separate posts (main section and Forest Glen section). Space shortages hamper the proficiency of the staff, the quality of patient care, and the professional teaching program. The new hospital will provide the most modern hospital facilities with a 1,280 bed capacity.

The National Capital Planning Commission approved the concept and design on 10 September 1970.

If this project is not provided, the existing obsolete facility must continue to be used to the detriment of medical care and the teaching program.

SUNNY POINT MILITARY OCEAN TERMINAL, N.C.

Sunny Point Military Ocean Terminal is located 30 miles southwest of Wilmington, N.C. The mission of this installation is to receive, handle, load, and ship outbound and incoming ammunition, explosives

and other cargo. The program consists of a container handling facility. We are requesting $305,000.

This project is required to convert an existing ship berth into a container-handling berth for outloading containerized ammunition. The utilization of containers for shipping DOD ammunition will produce savings in cargo movement costs, through savings in ship turnaround time; reduction in longshoreman labor costs and the elimination of blocking lumber on ships. There are no container facilities for outloading ammunition at Government-owned terminals, nor are there commercial facilities in the Continental United States for handling ammunition in containers. Work consists of removing 882 feet of raised platform, 4 feet high and 18 feet wide extending back from the water edge. The removal of this platform will allow ship-mounted container cranes to service containers from a wider working area along the length of the berth. Existing wharf floodlighting will be relocated from the outboard to the inboard side of the wharf to eliminate interference with ships' cranes. A timber fender system, a fire-water line with hydrants, and other facilities will be relocated to conform with modification of the outboard edge of the wharf.

SAFEGUARD SYSTEMS COMMAND, CONUS—VARIOUS

The mission of the Safeguard Systems Command is to develop and assure the timely, effective deployment of the Safeguard Ballistic Missile Defense System. The program provides for community impact assistance and tactical facilities. $172,500,000 is requested.

The community impact assistance program provides funds ($5,200,000) to the extent that they are not available from other Federal programs and from the affected communities themselves for increased services and facilities they may require as a direct result of work being carried out in connection with the construction, installation, testing and operation of the Safeguard system.

The second item will provide $167,300,000 for real estate acquisition and easements, radar, powerplant and missile field facilities, power equipment procurement, support facilities and area offices at certain Safeguard locations. It also includes temporary family housing for Government personnel and their families at Safeguard sites.

FORT GREELY, ALASKA

Fort Greely is located at Fairbanks, Alaska. Its mission is to support the U.S. Army Arctic Test Center, Northern Warfare Training Center, Fort Greely Tracking Station (USAF) and related units and activities. The program consists of an enlisted barracks. We are requesting $1,718,000.

This item is required to replace World War II quonset huts and wood frame buildings used to house 180 enlisted men. These buildings are overcrowded due to the necessity of the occupants maintaining an unusually large amount of personal cold weather clothing and gear. The physical condition of these buildings has deteriorated beyond the stage of economic repair and the occupants suffer a great deal of discomfort during the winter months when the temperature drops as low

as −30 degrees to −60 degrees and winds reach a velocity of 25–60 knots.

SCHOFIELD BARRACKS MILITARY RESERVATION, HAWAII

The next installation, Schofield Barracks, is located 17 miles northeast of Honolulu, Hawaii. The mission of this post is support of Headquarters, U.S. Army, Hawaii, an infantry division, and Army units in Hawaii. The program consists of modernization and roof replacement of permanent barracks and provision of additional transformer capacity. We are requesting $4,787,000.

The first item modernizes 2,364 barracks spaces to adequate standards by providing for increased privacy and rehabilitation of latrines and mess halls. Roof replacement is necessary since roofs to the buildings that were modified in the fiscal year 1966 program have deteriorated and suffered severe storm damage in January 1970. Failure to replace these roofs at this time will result in interior damage being suffered in the modified buildings.

The addition of a new 5,000 kv.-a transformer in an existing substation is required to provide electrical capacity for normal growth and planned construction.

VARIOUS LOCATIONS—U.S., MODERN VOLUNTEER ARMY FACILITIES

This project is required to provide improved barracks housing for the bachelor enlisted personnel by improving living conditions and increasing individual privacy, the attractiveness of military service will be enhanced which will contribute to the Army's goal of a modern Volunteer Army. At the present time, many bachelor enlisted men are housed in open bay squad rooms with no privacy and with few conveniences. Replacing the existing squad rooms with 2 to 4 man cubicles or rooms and providing new lighting, convenience outlets, and air conditioning where authorized; will convert the barracks into more adequate troop housing and contribute to the health, welfare and morale of the individual soldier. The lack of privacy has long been a source of irritation and dissatisfaction among lower grade enlisted personnel. Unless this item is provided, the maximum effort to persuade eligible individuals to make the Army a career cannot be attained nor a desirable impetus given the Modern Voluntary Army. Improved living conditions for over 60,000 men will be provided at 53 separate installations within the continental United States; Hawaii and Alaska. $35,500,000 is requested.

VARIOUS LOCATIONS—AIR POLLUTION ABATEMENT FACILITIES

This project will provide air pollution control and abatement measures at 32 installations in the United States. The facilities to be constructed or modified under this project will bring the Army into compliance at the affected installations with Federal, State, and local air pollution control regulations and Executive Order 11507 (February 4, 1970) which requires air and water pollution abatement at all Federal facilities. The work includes the installation of various types of air pollution abatement devices such as fly ash separators, fume abatement systems, stack gas monitors and alarms, the accom-

plishment of fuel conversions, and construction of incinerators. Due to the rapidly changing standards in some areas, possible reduction in troop loads at some installations which would allow closure of some buildings and possibility of new regional refuse disposal facilities being developed it may be necessary to alter the scope or type of work proposed at an installation in this project; however, it is considered that such changes should be offsetting and would still allow accomplishment of the basic objective of reducing air pollution within the amount requested. If this project is not approved, the installations must continue to operate in violation of State, Federal and local air pollution control regulations. We are requesting $35,512,000.

VARIOUS LOCATIONS—WATER POLLUTION ABATEMENT FACILITIES

This project will provide water pollution control and abatement measures at 26 installations in the United States. The facilities to be constructed or modified under this project will bring the Army into compliance at the affected installations with the Federal, State and local water pollution control regulations and Executive Order 11507 (Feb. 4, 1970) which requires air and water pollution abatement at all Federal facilities. The work includes the construction of new, and the expansion and upgrading of existing, sanitary and industrial waste systems, the construction of dikes around storage tanks and the installation of sand traps and oil separators in the shops and vehicle wash racks. Where local conditions permit advantageous accomplishment of the objective by connection to any regional or local public system such a system will be utilized. Because of the changing standards and the fluid nature of some local plans for community systems it may be necessary to modify the amount of funds allotted to any particular item. If this project is not approved, the installations must continue to operate in violation of Federal, State, and local water pollution control regulations. $32,791,000 is requested.

PANAMA AREA, CANAL ZONE

U.S. Army Southern Command is located in the Canal Zone. The mission of the command is to train assigned military units, provide ground and antiaircraft defense for the Panama Canal, and train individuals for deployment in other overseas areas. The program consists of the rehabilitation of the Boyd-Roosevelt Highway. We are requesting $8,026,000.

The project is necessary to fulfill treaty obligations for maintenance of this highway. Under terms of a treaty signed in 1955, the U.S. Government is responsible for maintenance of the Boyd-Roosevelt Highway. The U.S. responsibility is for 46 miles of the total length of approximately 58 miles of this Transisthmian Highway. The highway is rapidly failing due to age and volume and weight of traffic. The maintenance costs have increased drastically in recent years due to need for complete rehabilitation of the highway.

We plan to seek an agreement with the Ministry of Public Works of Panama under which that ministry would contract with us to perform the project to rehabilitate the Boyd-Roosevelt Highway. This

would be a desirable arrangement with respect to rehabilitation because there will be considerable negotiation with Panamanian citizens over encroachment on the right-of-way. This negotiation can be done more effectively by the Panamanian Government.

KWAJALEIN MISSILE RANGE, MARSHALL ISLANDS

Kwajalein missile range is located at Kwajalein Atoll 2,100 miles west of Hawaii. The mission of this installation is to support the research, development, and test program for missile systems. The program consists of a cargo pier addition, harbor and channel dredging, and modification of electrical system feeders. We are requesting $5,637,000.

Kwajalein Island is the only island in the atoll having dock facilities to accommodate oceangoing vessels. The existing pier was built when the average tonnage was 30,000 tons per year. Total tonnage now averages 85,000 tons per year and is expected to increase. New containerized shipments increase the need for a larger dock area. The new pier will allow unloading from more than one hold at a time. The overall benefit will be shorter unloading times and greater efficiency in operation.

The second project is required to provide adequate channel, harbor, and berth depths for deep draft vessels. The trend in new containerized cargo ships and new fuel tankers is to deeper draft vessels. The harbor was dredged in 1964. Soundings in 1967 indicated bottom elevation increases of about 5 feet, the result of accumulating coral sand. The draft limitations of the existing harbor are less than the capabilities of the deep draft vessels that provide logistics support to the island. As a result, ships having a draft in excess of 26 feet can be docked during daylight hours only and during a period of 2 hours before high tide until 2 hours after high tide. This results in an average of 400 hours per year of overtime operations for tugs, and crews required to position the deep draft vessels.

Provision of adequate harbor depth would result in a minimum savings of $30,000 per year in R.D.T. & E. funds by elimination of overtime operations. Kwajalein Harbor has provisions for berthing only one deep draft vessel at one time. However, the present volume of shipping requires berthing two deep draft vessels simultaneously.

The third item is required by Kwajalein missile range to furnish reliable power to the research and development and range support facilities necessary to the national range mission. This project is required to meet increasing power demands, provide for future load growth, rehabilitate the existing underground electrical system and to decrease the time required to correct power failures which deadline technical range equipment. The major portion of the present distribution system was installed in 1960 and 1961. By 1973 most feeders are expected to be deficient because of increased loading, and the need for major rehabilitation.

ASA O/S, VARIOUS LOCATIONS

This request is for various overseas locations operated by the U.S. Army Security Agency. The mission of the sites is to engage in com-

munications and intelligence activities. The program consists of operations buildings at three stations, and an airfield expansion. We are requesting $1,221,000.

The Army has withdrawn its request for a troop housing project at location 90 due to a reduction in requirements.

The first three projects are similar although at separate locations. Each provides a semipermanent operations facility, needed to assist in the collection of military intelligence. The currently used prefabricated shelter, mobile vans and timber huts do not provide enough space for proper equipment layout nor for an adequate maintenance area. At each site it is necessary to construct a small building to provide weather protection for a larger generator included in the project.

The project for location 264 is more costly than the two similar projects in the program because of the need for a larger building and generator to support a mission not located at the other two sites. The project for location 266 is somewhat less costly than that for location 264 because of lower construction costs in its area.

The project at Location 276 is necessary to provide a runway that will accept standard Air Force cargo type aircraft (C–130). The existing facility is limited to Army-type aircraft. Air Force service is required at this isolated location for the purposes of classified courier service, delivery of perishable supplies and priority repair parts. The airfield currently utilized by Air Force aircraft is located 135 miles from this installation requiring a 10-hour round trip by truck to meet Air Force flights. The closure of the Air Force aerial port and classified holding area at the distant airfield has made the use very difficult. If the Air Force aircraft does not arrive as scheduled then all cargo must be transported back over 135 miles of poor rural road which is subject to frequent closures from slides. The ability to provide direct Air Force service to this installation will save many operating dollars and provide greater security for classified information. The existing Army airfield runway cannot easily be modified to accept C–130 type aircraft. Therefore, a new runway is required.

VARIOUS LOCATIONS OVERSEAS—MODERN VOLUNTEER ARMY FACILITIES

This project is required to provide improved barracks housing for bachelor enlisted personnel stationed in Europe, Korea, Okinawa and the Panama Canal Zone. By improving living conditions and increasing individual privacy, the attractiveness of military service will be enhanced which will contribute to the Army's goal of a Modern Volunteer Army. At the present time, many bachelor enlisted men are housed in open bay squad rooms with no privacy and with few conveniences. Replacing the existing squad rooms with two to four-man cubicles or rooms and providing new lighting, convenience outlets, improved heating and cooling and better sanitary facilities, will convert the barracks into more adequate troop housing and contribute to the health, welfare and morale of the individual solider. The lack of privacy has long been a source of irritation and dissatisfaction among lower grade enlisted personnel. Unless this project is provided, the maximum effort to persuade eligible individuals to make the Army a career cannot be attained nor a desirable impetus given the Modern Volunteer Army. Improved living conditions for approximately 40,000 men will be provided by this project. We are requesting $12,500,000.

U.S. ARMY, EUROPE—GERMANY, VARIOUS LOCATIONS

This request is for various installations in Germany operated by the U.S. Army, Europe, to support units, and personnel stationed there. The program consists of a military telephone switching center and an addition to a school. $1,946,000 is requested.

The first project is for an addition to the junior-senior high school at Reese Kaserne in Augsburg. This addition is required to accommodate the increased student load resulting from a consolidation of defense intelligence agencies into the Augsburg area that will take place during 1971 and 1972. The consolidation is expected to increase the student body from 471 in September, 1969, to an estimated 786 in September 1972. If the school is not expanded, it will be necessary to go to double sessions, and the overcrowded and inadequate facilities will jeopardize the school's accreditation by the North Central Association of Colleges and Secondary Schools.

The other project is required to house an additional Army-operated automatic switching system in an area occupied by numerous U.S. Forces headquarters. Telephone service currently provided for U.S. military users in the central European area is significantly below acceptable standards. Fundamentally, the installation of this additional switch will provide considerably greater access into the worldwide and intra-area Automatic Voice Network (Autovon). The resulting expanded capability will improve telephone service not only for U.S. Army elements in Europe, but also for Headquarters, U.S. European Command, and the U.S. Air Force and Navy agencies in the area. This is to be accomplished by integrating the USAREUR direct distance dialing (DDD) network equipment into the Autovon system. Existing facilities at Robinson Barracks do not have adequate space, air conditioning, or electrical power to support the proposed Autovon switching center. Stuttgart, Germany, was selected by USAREUR for the proposed Autovon switch because of the following considerations: It is closer to the largest number of subscribers, thereby shortening the access routes with resultant improvement in quality and reliability of service; it is both geographically and system oriented so that it can work with present or proposed Defense Communications Agency (DCA) system concepts; existing and scheduled technical control and radio equipment at the site can be utilized for Autovon requirements. Army Autovon switching centers currently operational are located at Donnersberg, Germany, and Coltano, Italy.

VARIOUS LOCATIONS (NATO INFRASTRUCTURE)

This is required to meet the estimated U.S. share of the multinational NATO common fund infrastructure program. The funds will be used to meet U.S. obligations during the fiscal year 1972 timeframe as projects in established categories are approved by the NATO Payments and Progress Committee for funding. Such projects are from a backlog of construction requirements previously approved in SACEUR and SACLANT annual programs. The request for fiscal year 1972 takes into account unused authorization and funds as well as recoupments received from projects previously prefinanced by the United States and now considered eligible for common funding. We are requesting $20 million.

U.S. Army Strategic Communications Command (Overseas)

STRATCOM, VARIOUS LOCATIONS OVERSEAS

This request is for facilities for the U.S. Army Strategic Communications Command at various overseas locations. This command is the principal manager for the Army's portions of the defense communications system (DCS), including extensions, restoration, engineering, leasing, installation, and operation of the DCS (Army). This command also provides engineering, installation, and technical support services, as required, for non-DCS communications, and operation of the non-DCS communications systems as assigned. The program consists of a satellite communications terminal in Germany and power upgrade at nine communications stations worldwide, $1,652,000 is requested.

The first project is required to provide support facilities for one AN/MSC-46 Satellite Communications Terminal. Construction includes utilities, security fences and lighting, access roads, and site improvements that provide hardstand areas for terminal and equipment vans. This facility, when operational, will become the primary satellite terminal in the European area, providing command and control communications to CINCEUR Headquarters. Scheduled operational date is November 1972. This terminal is currently in the Army's inventory.

The other project provides for the upgrade of power at nine Army communications stations within the Defense Communications System. It provides for new generators to include associated switchgear and ancillary equipment, construction of new and/or modification of existing power equipment buildings, and for upgrade of primary and secondary distribution systems. This requirement is the Army's portion of the Joint Defense Communications Agency (DCA)—Military Department Worldwide Electric Power Improvement Program. Its objective is to achieve within the Army portion of the Defense Communications System an absolute minimum of communications interruptions caused by electrical power failure. To achieve this objective, primary and auxiliary power facilities, as well as electrical distribution systems, will be upgraded to insure adequate continuous electrical power at selected Army DCS facilities for mission accomplishment. In the fiscal year 1972 increment of the Army's 6-year power improvement program, the Defense Communications Agency has validated projects for the following locations: Breitsol, Germany; Osan, Korea; Dartboard, Korea; Juzon, Taiwan; Yangsan, Korea; Munich, Germany; Savona, Italy; Zweibraken, Germany; and Teheran, Iran. Project approval by DCA for above locations was based on current plans and studies, reports of outages, and engineering standards.

Senator Symington. Thank you, General. We have no classified matter to takeup with you; therefore, let me express my appreciation for your tolerance and courtesy, also to General Leber and the other gentlemen.

General Yates. Thank you very much.

Senator Symington. This afternoon at 2:30 we will reconvene and take up title 5 and title 6, military family housing.

(Whereupon, at 12:15 p.m., the hearing was recessed until 2:30 p.m. of the same day.)

MILITARY CONSTRUCTION AUTHORIZATION ACT OF 1972

TUESDAY, JUNE 8, 1971

The Military Construction Subcommittees of the Committee on Armed Services and the Committee on Appropriations met in joint session, pursuant to recess, at 2:40 p.m., in room 212, Old Senate Office Building, Senator Stuart Symington (chairman) presiding.

Membership of the Military Construction Subcommittee of the Committee on Armed Services is as follows: Senators Symington (chairman), Jackson, Ervin, Cannon, Byrd, Jr. (Virginia), Thurmond, Tower, and Dominick.

Membership of the Military Construction Subcommittee of the Committee on Appropriations is as follows: Senators Mansfield (chairman), Proxmire, Montoya, Hollings, Brooke, Boggs, and Percy. (Ex-officio members: Senators Ellender and Young, of North Dakota.)

Present: Subcommittee on Military Construction of the Committee on Armed Services: Senators Symington (presiding), and Tower.

Subcommittee on Military Construction of the Committee on Appropriations: None.

Also present: From the Senate Armed Services Committee: Gordon A. Nease, professional staff member; and Mary E. Keough, clerical assistant.

From the Senate Appropriations Committee: Vorley M. Rexroad.

Senator SYMINGTON. This afternoon we will take up titles V and VI of the military construction authorization bill which relate to military family housing requirements and the homeowners assistance program. Mr. Perry J. Fliakas, Director for Housing Programs, Office of the Deputy Assistant Secretary of Defense for Installations and Logistics, will be our principal witness, assisted by Mr. John H. Arrington, Director of Programing of the same office.

In title V, $919,220,000 is requested for all costs of family housing. Of this amount, $244.2 million will provide continuing requirements necessary for operation and maintenance, improvements to existing quarters, leasing costs, and payments of principal and interest on mortgage obligations.

Title VI would provide $7.6 million for assistance to military and civilian employee homeowners by reducing their losses incident to disposal of their homes when military installations are closed or reduced. No funds have been requested for this purpose during the past 2 years.

You may proceed with your statement, Mr. Fliakas.

STATEMENT OF PERRY J. FLIAKAS, DIRECTOR FOR HOUSING PROGRAMS, OFFICE OF THE DEPUTY ASSISTANT SECRETARY OF DEFENSE (INSTALLATIONS AND HOUSING); ACCOMPANIED BY JOHN H. ARRINGTON, DIRECTOR OF PROGRAMING, OFFICE OF THE DEPUTY ASSISTANT SECRETARY OF DEFENSE (INSTALLATIONS AND HOUSING); SIGMUND I. GERBER, STAFF DIRECTOR, TECHNICAL DIVISION, OFFICE OF THE DEPUTY ASSISTANT SECRETARY OF DEFENSE (INSTALLATIONS AND HOUSING); ARTHUR B. CRAP, DIRECTOR OF MANAGEMENT AND RESOURCES, OFFICE OF THE DEPUTY ASSISTANT SECRETARY OF DEFENSE (INSTALLATIONS AND HOUSING); AND MANUEL BRISKIN, OFFICE OF GENERAL COUNSEL

Mr. FLIAKIS. Mr. Chairman, I am pleased to appear before this committee to present the military family housing program for fiscal year 1972. The request for this year and our programs reflect the continuation of on-going efforts and plans to provide more adequate housing on base, for upgrading the condition of our Government-owned inventory and for an aggressive policy of assuring assistance to our military families in finding suitable off-base quarters in the community. Our goal is to assure that adequate housing is available to every serviceman and his family. To this end, the objectives of the military family housing program are closely aligned and dovetail with the objectives of the zero draft and the all-volunteer force concept.

BUDGET REQUESTS

The fiscal year 1972 program requests of $919.2 million compares with $804.2 million authorized for fiscal year 1971, an increase of $115 million or approximately 14 percent. One of the principal increases is for construction of 9,684 new family housing units. This is almost five times as many new units as were in the program just 3 years ago, twice as many as in fiscal year 1970 and 21 percent more than in fiscal year 1971. As Secretary Laird has said in his statement on the fiscal year 1972 program and budget, "a continuing program of building military family housing is vital for morale, career motivation, and retention of trained military personnel." The steady increase in the level of new construction reflects the continuing emphasis on this important phase of our activity. Because we are programing against a decreasing force structure and a contracting base establishment we have concentrated our construction on hardcore U.S. installations where we have valid, firm and approved plans.

MOBILE HOME ACQUISITION

Other important increases are for the construction of trailer spaces to provide safe, sanitary and moderately priced accommodations for those servicemen who own mobile homes. And we have programed a substantial increase of $13.5 million in the improvement and alteration of existing public quarters to modernize and renovate older and deteriorated units. The military departments have estimated a backlog

of over $450 million in necessary improvements to upgrade our inventory. I know of no program that will pay quicker dividends and provide such substantial benefits in terms of increased morale to the military families who occupy on-base housing and increased life and livability in the structures themselves.

The balance of the fiscal year 1972 program covers minor construction and planning as well as annual costs for leasing, operation and maintenance, and debt payment. Total authorizations requested are $285,220,000 for the construction requirements and $634,000,000 for the O. & M. portion and debt payments or a total program of $919,220,000.

GEORGE AIR FORCE BASE, CALIF.

I would like to discuss, briefly, some of the features of this year's program and to highlight the subjects that are of particular interest to this committee. Secretary Shillito has apprised you of the general status of the 200 unit experimental industrialized housing project at George AFB, Calif. At the time of last year's hearings we were in the process of evaluating the proposals for construction. On May 21, 1970, a construction contract was awarded to the joint venture of the General Electric Co. and Del E. Webb Construction Co.

Site development began on July 8, 1970, with the component manufacturing factory at Apple Valley, Calif., beginning operation on August 1. Four prototype housing units were evaluated by representatives of the Defense Department and Air Force during the week of November 16. They were found acceptable and notice to proceed with the project was issued. As of the end of May 1971, 174 units have been completed and total contract completion is scheduled for September 1971. Initial beneficial occupancy is scheduled for June 30.

Although the factory is minimal, it is fully productive and is producing components ahead of schedule. Two of the innovations being demonstrated are the cast plaster used for walls and ceilings and the mechanical core which houses the major part of the plumbing, heating, and electrical systems. Factory production permits the use of low skill labor for these features. The cast plaster system is considered most successful, and it is anticipated that widespread usage of this system will result. The use of light-gage steel framing is also proving to be a wise decision as the uniformity of the material particularly lends itself to industrialized production methods. We are pleased with the houses being produced by this system and can anticipate that the techniques may be applied to the future production of housing by industrialized processes and that cost savings will be realized.

TURNKEY PROCEDURES

Concerning our method of procurement for other new construction projects in our program, we are continuing the use of turnkey procedures in the development of new housing projects.

Senator SYMINGTON. What do you mean by turnkey procedures?

Mr. FLIAKAS. This is the method by which we advertise for the acquisition or procurement of military family housing. As an alternative to the standard procedure of advertising Government-owned plans and specifications, under turnkey procedures, we solicit proposals by

residential contractors and builders who are uniformly building residences in the community. Under turnkey procedures we feel that we can take advantage of on-going design and construction methods that are proven in the marketplace.

Senator SYMINGTON. Is this competitive bidding?

Mr. FLIAKAS. Yes, indeed.

Senator SYMINGTON. All the way?

Mr. FLIAKAS. Yes, sir.

Senator SYMINGTON. No reservations?

Mr. FLIAKAS. There are none at the moment. There is one possibility. The Air Force is attempting to negotiate a follow-on contract with General Electric for an industrialized housing project in the 1971 program but this has not yet materialized.

Senator SYMINGTON. Why would they want to negotiate and not have this on a competitive bidding basis?

Mr. FLIAKAS. This is to take advantage of the production line that is already assembled.

Senator SYMINGTON. The manufacturer would take advantage of that in the price he quotes against competition, wouldn't he?

Mr. FLIAKAS. Yes, indeed. It is unusual to make a determination and finding for a negotiated award, but in this instance, the factor operation is already located in the vicinity of the follow-on project. The first project was located at George Air Force Base, which is about 90 miles northeast of Los Angeles; the second project that we are speaking of is at Norton Air Force Base near San Bernardino.

Senator SYMINGTON. Do you handle the Air Force housing also?

Mr. FLIAKAS. I represent the Department of Defense.

Senator SYMINGTON. All three services?

Mr. FLIAKAS. Yes, sir.

Senator SYMINGTON. My advice would be—I say this with great respect—keep it on a competitive basis. All of the advantages would be recognized in the price.

Mr. FLIAKAS. If I may say, Mr. Chairman, one of the provisions of the existing contract with General Electric is to provide to the Government the documented evidence of the advantages of the factory produced house.

Senator SYMINGTON. The best documented evidence is the lowest price provided it is a reputable contractor to start with, and certainly General Electric is a most reputable manufacturer.

Mr. FLIAKAS. I follow what you say, sir.

Senator SYMINGTON. Okay.

Mr. FLIAKAS. And accept your advice.

More than 50 percent of the units authorized for fiscal year 1971 are planned for accomplishment by turnkey methods. We are also planning to accomplish a large portion of our fiscal year 1972 program by these procedures. We have developed criteria for turnkey for the purpose of obtaining uniformity of projects and quality control. While the turnkey method of procurement will continue on a selective case basis, we are attempting to evaluate its merit and the role it should play in our future family housing undertakings.

Senator SYMINGTON. For the record, at this point will you supply a definition of turnkey?

Mr. FLIAKAS. Yes, sir.

(The information follows:)

TURNKEY FAMILY HOUSING

The "turnkey" concept for construction of military family housing is a method of obtaining housing based on performance specifications instead of detailed Government plans and technical specifications. The theoretical advantages of this method are reduction of time and cost involved in the preparation of plans, specifications, bidding and award of contract. There is also the implied advantage of having homebuilders provide to the Government a product which they are routinely building for the private market, and therein offer a better value for the expenditure to be involved.

Procurement methods utilize both one-step and two-step procedures. In one-step, the contracting officer can negotiate with offerors to maximize the value received. In two-step, after determining which proposals are acceptable in step one (even though there is a range of acceptability), the lowest price wins in step two when the acceptable proposals are priced.

UNIT COST INCREASE

Mr. FLIAKAS. Due to the continued cost growth for construction, we are requesting an increase in unit costs for family housing. Authoritative sources predict that construction costs in the United States for calendar year 1971 may reach the highest level of the past two decades. The restraining effect of the newly established Wage Stabilization Committee for the construction industry is not yet known. In spite of these predictions, the cost increases we are requesting are considered both modest and conservative; however, we consider them to be adequate and justified. The authorization request reflects the Department's best judgement considering the grade of occupant and bedroom composition. The average cost increase we are seeking for CONUS amounts to only 6.5 percent. We are also seeking modest increases for housing constructed in Hawaii, Alaska, U.S. possessions, and foreign countries and an increase in the absolute ceiling in the total cost for any single unit constructed at any location.

Senator SYMINGTON. Is that about 6½ percent too?

Mr. FLIAKAS. For the overseas areas it amounts to about 9 percent, sir.

Senator SYMINGTON. Thank you.

You don't call Hawaii overseas, or Alaska?

Mr. FLIAKAS. No; but it is excluded from the program average for the continental United States.

Senator SYMINGTON. But is that 9 percent too?

Mr. FLIAKAS. Yes, sir.

FIVE-FOOT LINE LIMITATIONS

In lieu of previous controls on program averages, we are recommending a return to 5-foot line limits by house type multiplied by the area construction cost index. Our recent experience has shown that the program development is penalized by the necessity of having low cost projects offset high cost projects, and by the unsuccessful development of a single project hampering the rest of the program. The recommendations of cost limits proposed in section 502 of the bill, will permit the independent development of each project while giving the program managers greater flexibility and still retaining adequate fiscal controls for surveillance.

Senator SYMINGTON. What do you mean by 5-foot line limits?

Mr. FLIAKAS. These, sir, would just include the house itself without the site preparation, utilities, road work and so forth.

Senator SYMINGTON. Will you supply for the record at that point just what you mean by 5-foot line limits by house type?

Mr. FLIAKAS. Yes, sir, Mr. Chairman.

(The information follows:)

Five-Foot Line Costs

The "five-foot line costs" is construction jargon for the basic cost of a complete living unit exclusive of site development costs and costs for roads and utility extensions. When "cost per square foot" is referred to, this usually is also based on five-foot line costs. The term apparently came into the system when builders contracted separately for living units to be built on already developed homesites. In military family housing, the term is meaningful in that comparability of construction may be addressed regardless of varying site conditions and site development costs.

OFFBASE PROGRAM

Mr. FLIAKAS. I have mentioned the efforts the Department of Defense is emphasizing to improve our on-base program—more new unit construction, more trailer spaces and increases in the improvements to existing quarters. Now I would like to call your attention to our very active offbase program. Civilian communities, at most locations, are the most productive source of houses for our military families. We intend to continue to use these resources to the fullest extent. In many instances this is the only housing for families not eligible for public quarters on base. To assure complete utilization of community assets and to reduce to a minimum, time lost and frustrations experienced in locating acceptable housing, housing referral offices were established about 2 years ago to serve nearly all military families in the United States. Now these services are being expanded and improved in overseas areas as well. The program has been eminently successful and has received the wholehearted approval of both the civilian communities and our military personnel.

DOMESTIC LEASING PROGRAM

Also this year we are continuing our efforts to expand the use of the domestic leasing program. In fiscal year 1971 we obtained legislation broadening the leasing criteria and raising the maximum average cost to $190. This permitted us to allocate the full authorization of 7,500 domestic leases to the military departments. In this year's program the Department of Defense requests an increase in the statutory limit to 11,000 units; an average leasing cost including the cost of utilities, maintenance and operation of $200 per month; and a maximum monthly rental limitation of $275 per month. The increase in the number of units requested is based directly on the Department's efforts to increase enlistments and reduce reliance on the draft. The additional leasing authority and funds requested are for the increasing number of personnel assigned to recruiting duty and to new recruiting stations that are away from military support centers. The modest increases in cost limitations are based on actual experience and surveys of local conditions. Steadily increasing taxes, interest rates, utility costs, insurance premiums and construction costs are reflected in rental increases up to 25 percent over the levels of 2 to 3 years ago.

Although there is no direct authorization or funding request in the program before you, I would like to briefly discuss a new and very promising program that is now being implemented. This is a cooperative effort between Defense and the Department of Housing and Urban Development to obtain for low and moderate income military families the benefits of the special assistance programs of the Department of HUD. Recent legislation contained in the Housing and Urban Development Act authorizes a priority of occupancy by military personnel for rental housing in low and moderate income housing projects. This legislation is incorporated in a memorandum of agreement between Defense and HUD and implementing instructions to field agencies have been promulgated. The Federal Housing Administration acting for HUD has agreed to provide an initial program of 4,000 to 5,000 units of low rent housing for military families under the provisions of section 236 of the National Housing Act.

I would like to emphasize that section 236 housing acquired under this agreement will be privately built with private capital on private land. The essential role of Defense will be to provide FHA with information on military family housing requirements and to designate installations where we have the greatest need. FHA will have the sole responsibility for selection of sponsors and review of design and construction. DOD will incur no financial responsibility or liability for projects built under this program.

This is not a defense military housing program but it is an attempt by DOD to improve community housing conditions and get a fair deal for our military families who qualify for these rental units and wish to occupy them. We believe that this cooperative program with HUD will produce many adequate units of community assets for our military families and that it represents a significant achievement.

Senator SYMINGTON. Here you say private deal, with private capital, on private land.

Is there no guarantee to the contractor or anybody with respect to HUD or FHA? Are they handling this without Government guarantees of any kind?

Mr. FLIAKAS. With no Department of Defense guarantees; that is correct.

Senator SYMINGTON. I understand that part, but how about the other agencies?

Mr. FLIAKAS. The section 236 program provides a below-market-rate interest subsidy administered by FHA.

FHA will subsidize the developer or sponsor of a project by paying directly to the lending institution a certain amount of his interest payments. Under this agreement, the developer constructs a project that can be rented according to the regulations of the local housing authority with regard to income.

Senator SYMINGTON. So you can say with the exception of subsidy by the Government it is privately built, with private capital, on private land; is that right?

Mr. FLIAKAS. That is right.

Senator SYMINGTON. Mr. Nease points out that the Government builder gets his money for 1 percent and the Government picks up the rest of the tab.

Mr. FLIAKAS. That is right; it might be 8 percent and they pay 7 and he only pays 1.

Senator SYMINGTON. I think you are reaching out and stretching it a little bit when you say privately built, with private capital on private land.

Mr. FLIAKAS. I didn't mean to mislead you, sir.

HOMEOWNERS ASSISTANCE PROGRAM

Finally, I would like to mention the homeowners assistance program. This program provides assistance to military or civilian employee homeowners by reducing their losses incident to disposal of their houses when military installations are closed or reduced. As you know, no authorization was requested in fiscal years 1970 and 1971 because existing authorizations were sufficient. However, in fiscal year 1972, authorization in the amount of $7,575,000 is requested for the continuing needs of the program in 1972 and especially to cover the expansion of the program approved last year. The program was broadened by Public Law 91–511 to cover reductions in scope of operations at installations in addition to outright closures. Under previous statutory language personnel adversely affected by a reduction in scope of operations found themselves ineligible for consideration because there was no physical closure, even though they experienced the same difficulties in disposing of their homes as personnel displaced by outright base closure. Public Law 91–511 eliminated this inequity by providing that personnel involved in reductions in scope of operations after October 28, 1969, would be eligible for benefits under the program.

Senator SYMINGTON. How much of the $7½ million will be used for that?

Mr. FLIAKAS. I would say practically all of it. Would you expand on that Mr. Arrington.

Mr. ARRINGTON. Very definitely. As a matter of fact, I believe the original estimates call for no necessity for appropriation this year.

Senator SYMINGTON. Well, I think it is a very worthy cause. If you close a base on a man who just bought a house you certainly have obligations to him. I just wanted the figures.

Mr. FLIAKAS. I will furnish a specific figure.

Senator SYMINGTON. Please put it in the record.

Mr. FLIAKAS. Yes, sir.

(The information follows:)

There would have been sufficient carryover funds and anticipated revenues to take care of the continuing needs of the program; however, with the expansion of the program it will be necessary to have additional appropriations of $7,575,000 to cover the program currently authorized. Therefore, the total $7,575,000 appropriations requested are for the expanded program.

SUMMARY

Mr. FLIAKAS. I have touched briefly on the main elements of this year's military family housing program. In closing, I would like to say that the fiscal year 1972 request reflects a sound program. We believe that we have made good progress in the past several years but we know that there is still much to be done. For example, I believe

that consistent with the Department's efforts to move in the direction of an all-volunteer force, it is appropriate to broaden our programing base to include all married service personnel with a career commitment, for eligibility for public quarters. We propose to include these requirements in our planning for subsequent programs. The Department of Defense is deeply committed to the housing needs of the serviceman and we will continue to develop and recommend programs which will achieve our goal of adequate housing for all military families.

I would like to express my appreciation for your support of the Department of Defense family housing program. My staff and I are available to answer your questions and would be pleased to provide such additional information as you may request.

Thank you.

Senator SYMINGTON. Thank you.

SUBIC BAY, PHILIPPINES

Mr. FLIAKAS. Mr. Chairman, may I add a statement in addition to my prepared statement? There is one change in the bill that I would like to apprise the committee of. This involves the substitution of a project for 200 units at Subic Bay in the Philippines for a similar project that was included in the first draft sent to you for Pensacola, Fla. The change has been approved by the Office of Management and Budget and official notification to the committee was forwarded last week.

Senator SYMINGTON. You want to change it, put the money in the Philippines instead of in Pensacola, or vice versa?

Mr. FLIAKAS. The Philippines in favor of the former project in Pensacola.

Senator SYMINGTON. Is this Navy?

Mr. FLIAKAS. Yes, sir; for 200 units of enlisted housing at Subic Bay. It is primarily related to a base closure at Sangley Point. As a result of this base closure personnel and missions have been transferred from Sangley Point to Subic Bay.

We have a large outstanding deficit of adequate housing at Subic Bay.

Senator SYMINGTON. By Letter dated May 28, 1971, you wrote the chairman in regard to the relocation of 49 units of family housing from the Naval Station, Sangley Point, Republic of the Philippines, to the Naval Complex, Subic Bay, Philippines. I know you have general authority to do this, but the law requires a 60-day notice to the Congress before a contract is let for the purpose. In effect, you are asking us to waive this 60-day period. What is your reason for this? That is, why can you not wait the required 60 days?

Mr. FLIAKAS. The Navy plans to perform this operation by the use of Seabee labor. Admiral Carey the Commander in the Pacific, has scheduled the Seabees for this relocation. The Navy would like to proceed as soon as possible in accordance with that schedule.

There will be no contract let, sir, and, of course, we will not proceed without formal notification from the committee.

Senator SYMINGTON. Since this housing is needed and will be lost to the government if not moved before Sangley Point is turned over to

the Philippine Republic and since no contract is involved, I see no reason why you should not proceed with the move.

All right. Are you finished with that?

Mr. FLIAKAS. Yes, sir. Thank you, Mr. Chairman.

ENLISTED ON-BASE HOUSING

Senator SYMINGTON. Mr. Fliakas, you state that your housing program is closely alined and dovetails with the objectives of the zero draft and the all-volunteer force concept. Could you elaborate on this. I am under the impression that only E–4's with 4 years' experience and above are entitled to on-base housing.

Mr. FLIAKAS. This is correct, Mr. Chairman. Our current programing criteria specify that E–4's with 6 years commitment or with 4 years service are entitled to on-base quarters. We have been working with our counterparts in the OSD manpower and military personnel activities of the services to attempt to broaden this programing criteria to include all marrieds. This, of course, we will not do unilaterally, it will take legislation to approve other benefits such as travel allowances and housing allowances before we would undertake to expand our programing criteria. But we feel that as we embark on the zero draft concept that the line of demarcation between eligibles and ineligibles should be erased and all marrieds with a career commitment should be considered.

Senator SYMINGTON. Later in your statement you point out that you plan in subsequent programs to broaden your programing base to include all married service personnel with a career commitment. I assume this would mean that a new recruit, if he were married, would be entitled to government quarters. Is this true?

Mr. FLIAKAS. This would probably be after he has completed his basic training and has been assigned to a permanent position; yes, sir.

Senator SYMINGTON. You now have a very substantial deficit in family housing for those entitled to it under present criteria. Have you any firm idea as to what the expanded program would cost, the number of units needed, or when you might ever expect to achieve such a goal?

Do you want to supply that for the record?

Mr. FLIAKAS. I would like to add this and then I will expand on it for the record.

We know that our deficit of eligibles is well in excess of 110,000 military personnel.

Senator SYMINGTON. Homes or people?

Mr. FLIAKAS. These are families.

Senator SYMINGTON. How many homes does that involve?

Mr. FLIAKAS. That many homes. And naturally the expansion of the programing criteria would expand that deficit.

We would not go into this in one fell swoop but over a programed phased basis. There are many ways that we might embark on this kind of program. We might begin by converting some of our less desirable units such as some of the Wherry housing projects that we have in the inventory to the use of the ineligibles as we build more housing for permanent and for higher graded people.

We would not attempt to program in 1 year or even in 5 years to meet this type of requirement; we are thinking really of the long range, but I will expand that for the record.

Senator SYMINGTON. Thank you.

(The information follows:)

It is difficult at this point in time to estimate the cost which would be involved in expanding the family housing programming base. In the absence of an in-depth study which portrays, with an accepted range of reliability, the consequences of pursuing one of several alternatives, the Department of Defense currently estimates the additional number of married personnel would be:

1. 104,420 by extending coverage to ineligible E–4s.
2. 205,748 by extending coverage to ineligible E–4s and E–3s.
3. 263,941 by extending coverage to all ineligible enlisted personnel.

Upon determination of what grade categories will be included in the programming base we will determine the magnitude of effective requirements, the number of families suitably housed in the community, the number of personnel who desire to voluntarily remain separated from their families, and derive therefrom, the deficit for which we will have to construct new family housing.

GEORGE AIR FORCE BASE, CALIF.

Senator SYMINGTON. I am particularly interested in your experimental industrialized housing project at the George Air Force Base in California. We are told this project shows real promise and may in part be the answer to the continually rising construction costs. What do you anticipate the unit cost of future projects of this type may be?

Mr. FLIAKAS. When we embarked on this program we were projecting savings of 15 to 20 percent. We are hopeful this project will demonstrate that these savings of perhaps 15 percent can be realized. The documentation of the 200-unit project will prove that out.

Senator SYMINGTON. You were given a special allowance of $30,000 per unit, weren't you?

Mr. FLIAKAS. Yes; this included one time costs for the research phase and the learning process of the contractor for the industrialized housing project.

BOLLING AIR FORCE BASE, D.C.

Senator SYMINGTON. You propose to construct 550 units of housing at the Bolling Air Force Base here in Washington. Last year, when some effort was made to provide a dependent school on this base, I believe part of the argument in favor of this school was the overcrowded condition of the nearby public schools. Have you looked into the school situation recently to determine what impact an additional 550 families in this area will have?

Mr. FLIAKAS. The Air Force has looked into this, Mr. Chairman, and it has been indicated that additional housing and additional people at the base could be supported by the community. They, of course, will have to phase their work and their plans in with the phasing of our construction but it has been indicated to me that this could be met.

LONG BEACH, CALIF.

Senator SYMINGTON. You are requesting 300 units of housing for the Navy at Long Beach, Calif., and as we understand it, they are

to be sited on the Naval Air Station at Los Alamitos. Is this true?

Mr. FLIAKAS. That is correct, Mr. Chairman.

Senator SYMINGTON. Since this base has been closed as a Reserve air station, the committee has had considerable correspondence and visits from local municipal authorities in this area expressing their desire to obtain this property and their opposition to the Navy's housing development. Just what are your long range plans for this installation so far as housing and community facilities are concerned, and what would be the impact on the community?

Mr. FLIAKAS. While the 1972 project is planned for Los Alamitos, we are not firmly committed as yet to a future plan and should there be a change between now and the execution phase of the program, of course, we can site these units in other areas in the vicinity. We have some options available to us for future increments but we would like to site this project at Los Alamitos. We feel that there is a real need in the area for upwards of 2,000 families and while the plan has not yet been approved at the Secretary of Defense level, this is at least the Navy's plan reflected in the program submitted to date.

Senator SYMINGTON. Some of these people representing the city of Los Alamitos have asked to testify in regard to the housing. I would like to have you or some of your staff present at the time they testify.

Mr. FLIAKAS. I will.

SECTION 502

Senator SYMINGTON. Mr. Fliakas, you are asking for several changes in section 502 of the bill which is designed to regulate the unit cost of housing units.

First, you would eliminate the average per unit cost and substitute a unit cost to the 5-foot line by rank of the proposed occupant. Will you explain your reasoning behind this proposal and what the 5-foot line means?

(See p. 386.)

Mr. FLIAKAS. We will. The sole reason for this requested change in the language is to permit us during the execution phase of the program, that is, during the design and construction and award of contracts, to really facilitate the process.

As it stands now, a low cost project has to be awarded first in order that we not exceed the total average that now governs us.

As you know, sir, last year we were authorized a program average of $23,000 total cost per house. Now in order to assure that we never exceed this during the execution part of the program we must award the low cost projects first and should there be a busted bid or should we have problems in receiving responsive bids, it could throw the total program out of phase in order to await the awarding of the one project.

Our proposal would eliminate this and permit us to handle every project on its own. It would not affect the budget costs or the authorization request that we have reflected in the program that we have submitted to the Congress. It really will affect only the award period.

Senator SYMINGTON. Isn't this a departure from commercial home building practices?

Mr. FLIAKAS. Mr. Gerber, could you answer that?

Senator SYMINGTON. When you bought your home, the purchase price included the cost of land, utilities, and site preparation, did it not?

Mr. GERBER. That is right; and our project justification to the Congress will reflect the total cost of each project and total cost of each type of housing units. This will be displayed on the form 1391 submitted in the justification book to the Congress.

Senator SYMINGTON. In other words, under this procedure how would we ever know precisely what a unit of housing will actually cost?

Mr. GERBER. Yes, sir.

Senator SYMINGTON. No reservation?

Mr. GERBER. None whatsoever, sir.

Senator SYMINGTON. I notice in the proposed law itself, the Secretary of Defense or his designee is given the authority to vary the various unit costs if it is deemed advisable to do so. What is the purpose of this and what would be the limit the Secretary could approve for any single unit?

Mr. FLIAKAS. If I understand it, Mr. Chairman, we have precedent for this authority in the authorization for bachelor housing.

Mr. GERBER. That is correct. The physical constraints and the limitations on total cost would remain. The desired flexibility is to permit the handling of unusual or unforeseen conditions in the bidding marketplace: lack of competition, if you will, or unusual tight bidding market on a particular project. Under no cases would we be exceeding the absolute ceiling imposed by section 502 on any individual unit or, in the aggregate, we would not be exceeding the total authorization. It is an internal flexibility.

As Mr. Fliakas just stated, there is precedent for this type of flexibility in the bachelor housing authorization.

This would only be exercised if we had savings from other projects.

Senator SYMINGTON. Also you propose that these unit costs be varied in accordance with the area cost index. Under the current average cost limitation, it seems to me you have such authority now. In theory, at least, you take advantage of prices in a low-cost area to compensate for the high-cost areas; is this not true?

Mr. GERBER. That is correct.

Senator SYMINGTON. You have indicated you lack flexibility under the unit-cost limitation. Hasn't the Congress been very liberal in adjusting this limitation from time to time as needed?

Mr. FLIAKAS. Yes, sir. We have been able to come to the Congress and seek adjustments; for example, last year for the Army, we sought an adjustment for Fort Leavenworth because of our inability to contract in that area and were granted the authorization we requested. But we do lose time having to wait for next year's program. The authority that we are seeking, of course, would permit us to proceed on an orderly basis with the entire program.

In the case of Fort Leavenworth, perhaps I gave you a bad example because this was not a low-cost project to begin with. An example doesn't readily come to mind where we have been unable to proceed or would have to wait for the authority of the Congress.

We will provide that for the record, Mr. Chairman.

(The information follows:)

Under the project average concept, we have frequently encountered difficulty because we must control by the total and must also schedule projects in a sequence which precludes exceeding the average when all projects are completed. Expressed a little differently, we frequently have to schedule low cost projects before high cost projects to maintain suitable average cost control. An example of this situation occurred in the Navy's 1971 program when it was necessary to defer award of the Newport, R.I., project until after the award of projects located in low construction cost areas such as Pensacola, Fla.

However, with a specific limitation placed on the cost of each unit to the five foot line, with adjustments based on the area construction cost index, each project could be processed independently on a fair and equitable basis.

Senator SYMINGTON. All right.

Originally it applied to individual projects. This was changed to apply to a service average and since the beginning of fiscal year 1967, it has been increased 31.4 percent. If we find it necessary, we can again adjust this limitation. Doesn't this give you considerable flexibility?

Mr. FLIAKAS. Yes; it does. It permits us to proceed with the program as we have projected it to cost during the award period. Actually the change in the language would not, in effect, alter the program request for the individual projects; that is, for the dollars in the program. This is merely the method of control.

As you know now we cannot exceed at any one time the average limitation of $23,000. We would still have maximum limitations as reflected in section 502(a).

Senator SYMINGTON. Your current proposal would also eliminate the cost of land from the unit cost of housing. Why do you consider this desirable?

Mr. FLIAKAS. Well, this, too, has in effect penalized the project by requiring us to absorb the cost of land acquisition within the average cost per unit. We don't as a rule, need to acquire land for the bulk of our projects but there are some instances when we have to do this and we feel that in order to get the same comparable quality and the same comparable house type that we should not penalize that project by having to throw in the cost of the acquisition.

Senator SYMINGTON. Aren't housing units generally built on Government-owned land?

Mr. FLIAKAS. That is correct; in 95 percent of the cases, this is true.

Senator TOWER. Would you yield?

Senator SYMINGTON. Yes, sir. At any time you want to interrupt, please do so.

Senator TOWER. Do I understand this correctly? Since, ordinarily, you build the houses on land that you have already acquired—the Government already owns—you can put the total cost into the construction of the house, whereas if you have to go acquire land, you are getting actually a cheaper land and you are penalizing the people in the area where you have to acquire the land because that cost has to be figured into the total cost?

Mr. FLIAKAS. That is correct.

Senator TOWER. Thank you, Mr. Chairman; I just wanted to get the clarification.

Senator SYMINGTON. Very informative.

How much land for family housing do you propose to acquire in this bill and how much would it affect the unit cost?

Mr. FLIAKAS. There are no land acquisitions necessaary for the Army and none for the Navy. The Air Force has a request for five projects that would entail the acquisition of land at a total of $682,000. It amounts to $194 per unit as we average it out against the total number of units effected.

Senator SYMINGTON. I think 3,510 units are affected.

Mr. FLIAKAS. Yes.

Senator SYMINGTON. Where are these bases located?

Mr. FLIAKAS. We need to acquire 67 acres at Dover Air Force Base, Del., 36 acres at Homestead Air Force Base, Fla., 40 acres at Offutt Air Force Base in Nebraska, 60 acres at Cannon Air Force Base, N. Mex., and 125 acres at Shaw Air Force Base in South Carolina.

This would amount to a total of 328 acres.

Senator SYMINGTON. Now, Senator Tower pointed out this means that the housing on that base will not be as good as otherwise, is that right?

Mr. FLIAKAS. That is correct, because we would have to absorb the additional cost.

Senator SYMINGTON. Can't you find some land on the base that you can use? At least one of those bases is pretty good size.

Mr. FLIAKAS. Yes, sir. Of course we do try to build our houses in the areas that would fit in accordance with the master plan of the installation, if possible to site them with other existing housing. I can assure the committee that we will not acquire any land where we have suitable land for family housing purposes.

Senator SYMINGTON. In spite of your proposed changes in the costing out of units, I understand your entire program averages out at $24,500 per unit. If this is true, aren't you still operating under an average unit cost and you would eliminate the cost of land and the cost of site preparation and the installation of utilities beyond the 5-foot line.

Mr. FLIAKAS. The $24,500 average reflects the request of a 6½ percent increase in our costs over those reflected in last year's program.

Senator SYMINGTON. You mentioned that before.

Mr. FLIAKAS. Yes, sir.

Now, of course, we watch very carefully the construction indices and our own experience and it is possible that if construction costs are brought into line by the action of the President and by the industry, there is the possibility we could live with this program average for next year. It would have to be a wait-and-see prospect to see just what the industry does in the way of construction cost increases.

Senator SYMINGTON. According to your statement you are asking for a cost increase this year of 6.5 percent. This is difficult for us to figure out since you have no average unit cost and you would eleminate the cost of land and the cost of site preparation and the installation of utilities beyond the 5-foot line.

Mr. FLIAKAS. The limits that we are recommending equate to a program average of $24,500. The elimination of the acquisition of land, of

course, would permit us, as we discussed, to provide a comparable house in all areas. But I was really addressing the part of the question that had to do with the projection into next year and how long we could live with this program average.

Senator SYMINGTON. This is the third straight year you have asked for a cost increase and if granted, it would amount to a 40-percent increase since fiscal year 1968; yet each year you have been able to stay within the existing limitation. How much of your fiscal year 1971 program do you have under contract under the existing $23,000 limitation?

Please file it for the record.

Mr. FLIAKAS. I will provide that for the record Mr. Chairman.

Senator SYMINGTON. Very well.

(The information follows:)

As of June 1, 1971, the status of contract awards for the FY 1971 military family housing program was as follows: Army had eight out of twelve projects under contract for a total of 1,161 units; Navy had four out of ten projects under contract for a total of 1,600 units; and Air Force had nine out of eleven projects under contract for a total of 2,108 units.

Senator SYMINGTON. Haven't you received some very favorable bids under the fiscal year 1971 program?

Mr. FLIAKAS. Yes, indeed, Mr. Chairman. We have received good bids and we are very pleased with the results of the contracting efforts of the three military departments. They have all done an excellent job in getting responsive bids and in most cases it has been under the Government estimate.

Senator SYMINGTON. Wasn't the fiscal year 1970 program completed well within the 21 limitations existing at that time?

Mr. FLIAKAS. Yes, it was. It has to be by law.

Senator SYMINGTON. It didn't have to be under it?

Mr. FLIAKAS. No, sir; but we cannot exceed it.

Senator SYMINGTON. In other words, you like to reach but not exceed your grasp. What is your limitation? It is $23,000. What are you asking for next year?

Mr. FLIAKAS. $24,500.

Senator SYMINGTON. Isn't that a pretty healthy increase based on the record in the past?

Mr. FLIAKAS. I must add that in this last 18 months while we have been experiencing these good bids, it has been a very favorable bidding period for us. The tight money market and high interest rates have caused contractors to be rather hungry and they have sharpened their pencils and given us excellent proposals.

We cannot continue to anticipate that in the light of the advice that we are receiving from authoritative sources and construction cost indices that indicate that we may have up to a 14-percent increase in residential costs. We feel we have been somewhat conservative in pricing our program and hope that the department can live with the added flexibility that the new language will give us.

Senator SYMINGTON. All of this works on a competitive basis?

Mr. FLIAKAS. Yes, sir.

Senator SYMINGTON. Roughly, what would be the average number of people quoting on a particular unit?

Mr. FLIAKAS. We get on the average of five to 14 proposals.

COST INCREASE

Senator SYMINGTON. In some of the backup material you furnished, it is indicated that from July 1970 through February 1971, costs have increased 4.7 percent and another 10-percent increase is predicted by January 1972. This would amount to an overall increase of about 15 percent. If the increase you are now asking is granted, it would amount to a 16.6-percent increase that you have received since the beginning of fiscal year 1971, a comparable period of time. Don't you consider your current request a little high, particularly with your experience in getting your fiscal year 1971 program under contract thus far?

Mr. GERBER. Authoritative economists who keep track of construction trends have gone on record that as of May 1, of this year residential construction costs are 7-percent higher than at the same time a year ago; and to date, from the beginning of the calendar year, residential costs have already increased 2 percent, and they further predict during calendar year 1971 residential costs will increase at least 7 percent. This compares to predictions for commercial and institutional building construction predictions of 12½ percent. The 7 percent prediction compares to the 6½ percent we are requesting, sir.

Senator SYMINGTON. All right.

You also propose that the absolute per unit ceiling be increased from $40,000 to $45,000 which does not include the cost of land. Would you propose that this figure should also be adjusted by the area cost index?

Mr. FLIAKAS. No, sir; that is a maximum that we would not exceed.

Senator SYMINGTON. That is pretty high on any basis; isn't it?

Mr. FLIAKAS. Yes. We use it very sparingly and only for very senior or general officers quarters that we might propose to build.

Senator SYMINGTON. The $45,000 covers outside of Conus?

Mr. FLIAKAS. Yes, sir; it covers overseas as well.

SECTION 502(c)

Senator SYMINGTON. In section 502(c) you propose to increase the limitation applying to the projects in Hawaii, Alaska, U.S. possessions and foreign. The average cost would be increased from the present $32,000 to $35,000 and the maximum cost from $40,000 to $45,000.

If you are going to have $40–$45,000 outside of the country, you don't have to have that same figure inside of the country, do you? I am thinking about things like permafrost in Alaska.

Mr. GERBER. $45,000. This would permit us to take care of the unusual situation where we might want to build one senior officers quarters at an installation or a very small project of 2 or 3 units.

Senator SYMINGTON. You must be building some palaces down in Puerto Rico; you have this in here for the first time.

Mr. FLIAKIS. That is a real high cost area at Roosevelt Roads. It has a construction cost index of 1.40, I believe, so it is 40 percent higher.

Senator SYMINGTON. In Puerto Rico?

Mr. FLIAKAS. Yes, sir; but only at Roosevelt Roads, not throughout.

Senator SYMINGTON. Why is that?

Mr. GERBER. Labor comes from the San Juan area and they must be billeted at the construction site, sir.

Senator SYMINGTON. In looking over those fiscal year 1971 projects you have thus far placed under contract; I notice that the three projects for Oahu, Hawaii, have been placed under contract well below your estimate and the current limitation of $32,000. This would tend to indicate that the present average cost is adequate. Will you comment on this?

Mr. GERBER. This is indicative of the tight money market that Mr. Fliakas indicated in answer to your previous questions, and indicates the eagerness of the contractors to keep their forces together.

We investigated that contract and we found out that, indeed, there were some design deficiencies included in those particular projects. For example, all of the first floors of the houses are exposed concrete blocks. We intend to go in and line those buildings which will increase the cost through a change order. We are also considering air conditioning of the houses. They do not presently include air conditioning. However, the primary answer to your question, sir, is due to the unusual bidding market that we and other Federal construction are in as opposed to private construction.

SECTION 506

Senator SYMINGTON. In section 506 of the bill you are asking authority to build 4 family units in foreign countries out of excess foreign currencies. Where are these being built and whom are they for?

Mr. FLIAKAS. These are being built for the defense attaché and staff that are, I believe, in Rabat.

Mr. GERBER. In Morrocco; yes.

Senator SYMINGTON. You only have one attaché there, or do you have four?

Mr. GERBER. One senior attaché three assistant attachés and the rest are staff personnel.

Presently the construction requirement is just for a total of four, three staff and one assistant attaché. The senior personnel is taken care of by State Department.

LEASED HOUSING AUTHORITY

Senator SYMINGTON. You are asking for an increase in leased housing authority from 7,500 to 11,000 units and for a raise in the average and the maximum cost of leasing from $190 to $200 and from $250 to $275 per month, respectively.

Based on what we have been over in this discussion, what is your justification for this?

Mr. FLIAKAS. The primary justification is the increased recruiting emphasis, the opening up of new recruiting centers that are primarily located in metropolitan areas and are away from military reservations or support centers.

The leasing authority is required to support additional recruiters that will be on independent duty.

The Air Force, for example, is opening up 118 new additional recruiting stations. The Navy is opening up 130 additional recruiting

stations and Army almost 500 additional recruiting stations primarily to support the new emphasis on the zero draft and all-volunteer force.

We fell that leasing authority is well used for these purposes.

Senator SYMINGTON. What is the increase in personnel?

Mr. FLIAKAS. The increase is 5,236 personnel for over 700 additional recruiting stations.

Senator SYMINGTON. Again how many of them do you estimate will require housing?

Mr. FLIAKAS. We are asking for an increase in funds to support 2,859 units of leased housing. The increase in authority of 3,500 units is rounded upwards from the existing authority. Should we have a change in requirements for additional leases, we would have to absorb the funding since we are not asking for the funds to support that many.

Senator SYMINGTON. What will be the total anticipated increase in personnel in the recruiting services and how many of them do you estimate will require housing?

Mr. FLIAKAS. 6,471 as of the end of April. Is that correct?

Mr. ARRINGTON. Yes, sir.

Mr. FLIAKAS. This is the number currently under lease. We have allocated to the military departments the entire 7,500 units but, of course, the figure that I cited as being currently under lease reflects the attrition of some leases as well as the adding of additional leases, so we hope, of course, to get up to the full allocation within the next few months.

SECTION 508

Senator SYMINGTON. In section 508 you are asking for an extension of the authority to make rental guaranty from $190 to $221 per unit per month. This, I understand, has been generally a good program. Would you comment on the current status of this program and the need for the increase in the rental guaranty?

Mr. FLIAKAS. Yes, sir; we have had significant success in the last year principally in the United Kingdom where the Air Force entered into an agreement for a rental guaranteed project to include some 1,600 units. This includes a number for the Navy in Holyloch. The reason for the requested increase is that while we have had some successes we have not had all that we would like. We have been inhibited in some places for example, in the Netherlands, Italy, and Germany, from entering into agreements with sponsors who would furnish the land and build these projects because of the low ceiling of $185.

We feel because of high interest rates, tight money, and high construction costs that the $185 is out of phase now and we are seeking to increase this to $210.

I will furnish for the record a list of the current projects that are either occupied, under construction, or under agreement. I think there are about 2,300 such units throughout the world, including those in the United Kingdom, some at Rota, Spain, in Germany, and in Korea where the Army has just executed an agreement for 370 units.

I will furnish a breakout.

(The information follows:)

THE CURRENT STATUS OF THE RENTAL GUARANTY PROGRAM

Location	Number of units	Status
NS Rota, Spain	250	Occupied.
NSG Todendorf, Germany	20	Do.
Heidelberg, Germany	174	Do.
Holy Loch, Scotland, United Kingdom	136	Under contract.
Upper Heyford, United Kingdom	300	Occupied.
Alconbury, United Kingdom	250	Under construction.
Lakenheath, United Kingdom	640	Do.
Bentwaters, United Kingdom	160	Do.
Korea (2 locations)	370	Under contract.

SECTION 509

Senator SYMINGTON. Thank you.

In section 509 you propose an amendment to permit the construction of some five-bedroom housing units for enlisted men. Will you tell us something about the magnitude of this requirement?

Mr. GERBER. This is a requirement that creeps up from time to time. It is to be expected that within the vast complex of military families that there are a few families at major installations which require larger bedroom composition. This authority presently does not exist.

The present statute is written to limit us to four-bedroom houses. This authority would be used judiciously and only on a case basis.

Senator SYMINGTON. What percent?

Mr. GERBER. Percentagewise from our total inventory, probably less than a tenth of 1 percent.

Percentagewise of any given program, probably 1 to 2 percent.

Senator SYMINGTON. Well, Mr. Fliakas, in conclusion I want to point out that the Congress established the average unit cost for housand the family housing operating account so that we might exercise better control over the entire housing program. From our standpoint it has been working very well. We will certainly give your new proposal as set forth in section 502 of the bill, along with your comments in regard thereto, the most careful consideration, but I also want to consider the continuation of the average unit cost limitation, which I presume, based upon your remarks, would be around $24,500 per unit.

Mr. FLIAKAS. Yes, sir.

Senator SYMINGTON. In this regard I will ask you to reprepare the pertinent portion of title V along the format of prior years.

Mr. FLIAKAS. Yes, sir.

(The information follows:)

SEC. 502. Authorization for the construction of family housing provided in this Act shall be subject, under such regulations as the Secretary of Defense may prescribe, to the following limitations on cost, which shall include shades, screens, ranges, refrigerators, and all other installed equipment and fixtures:

(a) The average unit cost for each military department for all units of family housing constructed in the United States (other than Hawaii and Alaska) shall not exceed $24,500 including the cost of the family unit and the proportionate costs of site preparation, and installation of utilities.

(b) No family housing unit in the area specified in subsection (a) shall be constructed at a total cost exceeding $45,000 including the cost of the family unit and the proportionate costs of site preparation, and installation of utilities.

(c) When family housing units are constructed in areas other than that specified in subsection (a) the average cost of all such units shall not exceed $35,000 and in no event shall the cost of any unit exceed $45,000. The cost limitations of this subsection shall include the cost of the family unit and the proportionate costs of site preparation, and installation of utilities.

Senator SYMINGTON. We need this promptly so that both proposals can be properly considered when the bill is marked up.

All right, thank you, Mr. Fliakas. We appreciate your coming up here with your people and giving us this information. I am strong for good housing for those people in our armed services.

Mr. FLIAKAS. Thank you, Mr. Chairman.

Senator SYMINGTON. This hearing will recess subject to the call of the Chair.

(Whereupon, at 3:40 p.m., the hearing was recessed subject to the call of the Chair.)

MILITARY CONSTRUCTION AUTHORIZATION ACT OF 1972

THURSDAY, JUNE 10, 1971

The Military Construction Subcommittees of the Committee on Armed Services and the Committee on Appropriations met in joint session, pursuant to recess, at 2:30 p.m., in room 212, Old Senate Office Building, Senator Stuart Symington (chairman) presiding.

Membership of the Military Construction Subcommittees of the Committee on Armed Services is as follows: Senators Symington (chairman), Jackson, Ervin, Cannon, Byrd, Jr. (of Virginia), Thurmond, Tower, and Dominick.

Membership of the Military Construction Subcommittee of the Committee on Appropriations is as follows: Senators Mansfield (chairman), Proxmire, Montoya, Hollings, Brooke, Boggs, and Percy. (Ex-officio members: Senators Ellender and Young of North Dakota).

Present: Subcommittee on Military Construction of the Committee on Armed Services: Senators Symington (presiding), Tower, and Thurmond.

Subcommittee on Military Construction of the Committee on Appropriations: None.

Also present: From the Senate Armed Services Committee: Gordon A. Nease, professional staff member, and Mary E. Keough, clerical assistant.

From the Senate Appropriations Committee: Vorley M. Rexroad.

Senator SYMINGTON. With the exception of a day to be designated later to hear testimony from non-Department witnesses, we expect to conclude our hearings today by taking up titles IV and VII, which relate to the requirements of the Defense agencies and the Reserve Forces facilities.

The requirements of the Defense agencies this year are not great, consisting of a total of $26.2 million of which $15 million is for the emergency construction fund of the Secretary of Support Agency; $7.9 million for the Defense Supply Agency; and $2,638,000 for the National Security Agency.

Mr. Edward Sheridan, Deputy Assistant Secretary of Defense (Installations and Housing) will be our principal witness and he will introduce the witnesses representing each of the agencies. To conserve the time of all concerned, it is suggested that each of you come to the table with Mr. Sheridan and each witness may read his statement, if he so desires, or submit it for the record before we begin our interrogation. My questions will be brief and relate only to the Defense Supply Agency and the Secretary's emergency construction fund.

Mr. Sheridan, do you have a statement you wish to present?

STATEMENT OF EDWARD J. SHERIDAN, DEPUTY ASSISTANT SECRETARY OF DEFENSE (INSTALLATIONS AND HOUSING), OFFICE, SECRETARY OF DEFENSE, ACCOMPANIED BY EARL L. EAGLES, DIRECTOR OF LOGISTICS, DEFENSE ATOMIC SUPPORT AGENCY; MAJ. GEN. THOMAS H. SCOTT, USA, DEPUTY DIRECTOR, CAPT. J. W. UPDEGROVE, USN, STAFF DIRECTOR, INSTALLATIONS AND SERVICES, AND JOSEPH F. ECSI, DEPUTY STAFF DIRECTOR, INSTALLATIONS AND SERVICES, DEFENSE SUPPLY AGENCY; BRIG. GEN. THOMAS B. WOOD, USAF, CHIEF OF INSTALLATIONS AND LOGISTICS, ARTHUR J. FALLEN, COMPTROLLER, AND PAUL S. BRADY, ASSISTANT GENERAL COUNSEL, NATIONAL SECURITY AGENCY

Mr. SHERIDAN. Yes, sir, Mr. Chairman, I would like to present it for the record and make our people available for questions by the committee. If that meets with your approval, the first witness will be Mr. Eagles, Director of the Logistics for the Defense Atomic Support Agency.

Senator SYMINGTON. You may proceed.

Mr. EAGLES. Normally, the Director, Admiral Mustin, would appear here. I am pinch-hitting for him, he is recovering from an injury.

Senator SYMINGTON. You would like to submit it for the record? It is pretty short, therefore I believe it better to read it.

Mr. EAGLES. I am Mr. Eagles, Director of Logistics, Defense Atomic Support Agency. I'm pleased to appear before this committee to present that agency's fiscal year 1972 military construction program.

For fiscal year 1972 we request $662,000 in new appropriation for two projects as follows:

Sandia Base, N. Mex.:	
Base engineer shop	$456,000
Street lighting	206,000
Total request for Sandia Base	662,000

The conceptual and preliminary designs have been completed. Final design will begin this month.

I am prepared to discuss any of the above projects, if you desire.

(The statement follows:)

Mr. Chairman and members of the committee: The request for activities of the defense agencies totals $26.2 million of which $11.2 million is for new construction and rehabilitation of existing facilities at 13 installations; and $15.0 million is to provide the Secretary of Defense with a contingency fund to meet unforeseen emergency construction needs world-wide. The proposed construction for the Defense Agencies is as follows:

1. *Defense Atomic Support Agency* ($0.7 million) to provide for a Base Engineer Shop and improved street lighting at Sandia Base, Albuquerque, New Mexico.

2. *Defense Supply Agency* ($7.9 million) to provide for administrative space improvements at Cameron Station, Alexandria, Virginia; power reliability for the communications system of the Defense Automatic Addressing System Office, Dayton, Ohio; heat warehouses 18 and 19 and warehouse lighting and power improvements at the Defense Construction Supply Center, Columbus, Ohio; lighting and improvements to buildings and storage area pavement at the Defense Depot, Mechanicsburg, Pennsylvania; warehouse lighting and power improvements at the Defense Depot, Memphis, Tennessee; improve warehouse heating, warehouse lighting and power improvements, increase transformer capacity and warehouse

drainage improvements at the Defense Depot, Ogden, Utah; dehumidification of warehouses at the Defense Depot Tracy Annex, Stockton, California; a photographic material storage facility, ADP and communications center improvements and a truck entrance and control facility at the Defense General Supply Center, Richmond, Virginia; upgrade air conditioning and heating systems at the Defense Industrial Supply Center, Philadelphia, Pennsylvania, power reliability for communications and ADP center at the Defense Personnel Support Center, Philadelphia, Pennsylvania; administrative space improvements at the DSA Subsistence Regional Headquarters, Alameda, California; and four air pollution abatement facilities at three DSA installations.

3. *National Security Agency* ($2.6 million) for a Sensitive Materials Center at NSA Headquarters, Fort George G. Meade, Maryland.

4. *Military Construction Contingency*—Since 1966, special authorizations and appropriations have been provided by the Congress to the Secretary of Defense for military construction to meet world-wide emergency requirements which were determined to be vital to the security of the United States. Of $530 million authorized for this purpose through 1971, $472.5 million was appropriated, and $427.5 million has been transferred to the military departments. With each transfer, the Committee was notified as to the specific use made of these funds at the time the Secretary of Defense approved the requirements. Within the past several days the Committee has been notified of the proposed use of approximately another $2.6 million of this authorization. The current contingency fund availability until enactment of the FY 1972 Military Construction Bill thus stands at $45.0 million, $35 million of which was provided by the Congress in 1971.

Of the $427.5 million transferred to the Services, $314.8 million or 72 percent has been used in support of Southeast Asia. However, due to a husbanding of regular Southeast Asia funds through limiting and realigning their use to absolutely minimum essential requirements, none of these contingency funds have been used in support of the Southeast Asia during the past two years. In the 18 months from 1 July 1969 through Calendar Year 1970, work placement in Vietnam amounted to $227 million. Work yet to be placed as of 1 April 1971, is estimated at $175 million. We have planned the close-out of the CPAF contract with Raymond, Morrison-Knudsen, Brown, Root & Jones for end fiscal year 1972.

Undoubtedly, in this time of continuing tensions, and with a repositioning of our Armed Forces, there will be other unforeseen requirements of a world-wide nature. In the past three years there has been on the average of $30 million per year used for emergencies outside of Southeast Asia.

Under the circumstances, we believe the fiscal year 1972 request for a $15 million contingency, to be judiciously used only in situations vital to the security of our country, is most reasonable. The advantage of this authorization, and its responsiveness in emergencies, has been well demonstrated. I might add that, in accordance with the guidance received from the Congress, and our own recognition of the need for closer management, we are currently preparing DOD guidance which incorporates improved justification and management procedures for the use of this authority. The Secretary considers this military construction contingency authorization an extremely valuable resource.

Witnesses for the Defense Agencies are present and prepared to provide details as required in support of the projects for which authorization is requested.

We appreciate this opportunity to appear before you.

Senator SYMINGTON. Thank you. The reason I wanted you to read this was to get a rough idea of the amount of money involved. The total is $662,000; is that right?

Mr. EAGLES. That is right.

Mr. SHERIDAN. That is correct.

Are there any questions?

Senator SYMINGTON. I have none.

Mr. SHERIDAN. The next agency is the Defense Supply Agency, represented by Major General Thomas Scott, Deputy Director of the agency.

General SCOTT. Mr. Chairman, with your approval I have a written prepared statement which I would propose to submit.

Senator SYMINGTON. I think you had better read it. It has the figures in it.

General SCOTT. I have an oral briefly summarized statement of the written statement which also has the figures which is a little shorter. Whichever you prefer.

Senator SYMINGTON. Whichever you want to do to present the figures.

General SCOTT. I will read the short statement.

I am appearing today in support of the Agency's fiscal year 1972 military construction program to request authorization approval of $7,900,000 and appropriations approval of 20 projects at 13 Defense Supply Agency installations at a total cost of $8,100,000. An access road project of $200,000 requires only appropriations approval.

In order to comply with local and Federal pollution criteria we have included one project outlining four requirements at three locations totaling $1,317,000. Three of these requirements provide for incinerator or other suitable facilities/means to dispose of refuse at Atchison, Kans.; Ogden, Utah; and Richmond, Va. The remaining requirement is for the conversion of coal-fired heating plants also at Richmond, Va.

There are four projects, totaling $2,071,000, providing improvements to warehouse lighting and power. The first is at Columbus, Ohio, the remaining are located at Mechanicsburg, Pa.; Memphis, Tenn.; and Ogden, Utah.

There are two projects, totaling $277,000, providing emergency standby power for automatic data processing and communications equipment. One is at Dayton, Ohio, and the other is located in South Philadelphia, Pa.

There are two projects, totaling $437,000, providing improvements to administrative type space. The first is located in Alexandria, Va., the other at Alameda, Calif.

There are two projects, totaling $735,000, to upgrade automatic data processing and communications facilities. One is located at Richmond, Va., and the other at North Philadelphia, Pa.

There are two projects, totaling $1,088,000, to provide and/or improve warehouse heating. One is located at Columbus, Ohio, and the other at Ogden, Utah.

The remaining seven projects, totaling $2,175,000, are for varying purposes. The first at Mechanicsburg, Pa., in the amount of $487,000, will provide open storage paving to eliminate safety hazards and improve operational capability.

The next project at Ogden, Utah, in the amount of $164,000, will provide an additional power transformer to alleviate an overloaded electrical system.

The third project at Ogden, Utah, costing $556,000, will provide roof and surface drainage facilities to correct conditions impairing storage operations.

The next project at Stockton, Calif., in the amount of $100,000, will provide warehouse dehumidification and realize operational savings of $32,000 annually.

The fifth project at Richmond, Va., in the amount of $430,000, will provide a photographic material storage facility and improve storage procedures that will result in annual savings of $80,000.

The next project also at Richmond, Va., costing $238,000 will provide a new truck entrance and control facility that will eliminate hazardous traffic conditions, relieve internal traffic congestion and improve vehicle dispatching procedures.

The last project at Tracy, Calif., in the amount of $200,000 will provide access road improvements to facilitate traffic management and eliminate safety hazards.

This concludes my statement. I shall be pleased to respond to your questions as best I can.

(The statement follows:)

I am appearing today in support of the agency's fiscal year 1972 military construction program to request authorization approval of $7,900,000 and appropriations approval of twenty projects at thirteen Defense Supply Agency installations at a total cost of $8,100,000. An access road project of $200,000 requires only appropriations approval.

One of these projects, which would be initiated in fiscal year 1972, provides for air pollution abatement at three locations. This will implement the President's policy as expressed in Executive Order No. 11507, issued February 4, 1970, that the Federal Government must "provide the leadership in the nationwide effort to protect and enhance the quality of air and water resources." The nineteen remaining projects involve the health, welfare and safety of our employees or are management improvements which will result in greater efficiency, effectiveness, and economy in the performance of the agency's mission. I will now highlight the urgency of the various line items.

The first project (on page 14) at Alexandria, Virginia, provides for alterations and renovation in four administrative buildings. Approval of this project will accommodate the mission and workload changes assigned to the Defense Documentation Center and permit more effective implementation of the organizational changes and functional reassignments of the headquarters staff.

The next project (on page 16) at Dayton, Ohio, will provide emergency standby power for the Defense Automatic Addressing System Office which serves the military departments and General Services Administration by assigning addresses, routing identifier codes and other essential data for supply transactions. Approval of this project will ensure that essential communications will be maintained between DAASO, the military departments and other governmental agencies.

The third project (on page 18) at Columbus, Ohio, will provide heat for two unheated warehouses by extending the existing heating distribution system. At present, because of the severely cold winters (0° to —5° F.) at Columbus, these buildings are restricted to bulk-type storage. Approval of this project will increase operational capabilities and permit storage of a full range of commodities to adequately support the freight consolidation terminal in an adjacent building.

The next project (on page 19) will provide for lighting and power improvements in warehouses at Columbus, Ohio. Present light intensities average 3 to 5 foot candles which are considerably below prescribed standards for document reading, packing and other related work. Approval of this project will increase the level of illumination to meet the standard of 10–20 foot candles, increase productivity, and enhance the working conditions of approximately 150 employees.

The fifth project (on page 21) at Mechanicsburg, Pennsylvania, provides for the improvement of warehouse and industrial lighting as well as for the upgrading of other building deficiencies. Present lighting levels in the industrial plant equipment overhaul area average 15–30 foot candles in the warehouse area. Approval of this project will increase illumination to meet prescribed standards, increase overall efficiency, and upgrade working conditions for approximately 420 employees.

The next project (on page 22) at Mechanicsburg, Pennsylvania, provides for the paving of unstabilized open areas used to store lumber, heavy gage sheet steel, and large metal castings. The large capacity lift trucks used to move these materials have large wheel load concentrations which cause potholes and other surface deterioration. During prolonged rains many areas become impassable

thereby hampering operations. Approval of this project will permit safe operation of equipment, eliminate continuing temporary repairs to area surfaces and improve storage operations.

The seventh project (on page 24) at Memphis, Tennessee, provides for warehouse lighting and power improvements. Present lighting levels average 0–2 foot candles, are inadequate for the personnel engaged in supply operations performed in these buildings. Approval of this project will raise illumination to prescribed levels of 10–20 foot candles, improve employee working conditions, increase productivity, and decrease supply and shipment errors.

The next project (on page 26) at Ogden, Utah, provides for replacement of worn-out, obsolete gas unit heaters in three warehouses. The present steam distribution system can be extended to permit installation of steam unit heaters as replacement for the gas fired units. Approval of this project will result in fuel cost savings of $8,250 annually, simplify maintenance, provide more usable storage space in warehouses and eliminate a potential fire hazard.

The ninth project (on page 27) at Ogden, Utah, provides for improvement of lighting and power in warehouses. The present lighting levels in these warehouses average 1–6 foot candles which are inadequate for 89 personnel required to read documents and perform other related storage functions. Approval of this project will raise the level of lighting in the warehouses to the prescribed standard of 10–20 foot candles, improve substandard conditions for employees, increase productivity, and decrease supply errors. In addition, the present radio repair site is experiencing electrical interference which severely curtails communications and hampers the repair mission. This project provides space for a combined radio operations and repair facility which will improve mission operations.

The next project (on page 28) at Ogden, Utah, provides for increasing the depot's substation transformer capacity. The present substation capacity is fully loaded. Planned construction will increase electrical load demands beyond the capability of the existing substation. Approval of this project will permit the installation of an additional 1,500 kv.-a. transformer, complete with feeders and associate equipment, which will compensate for existing and planned electrical load requirements.

The eleventh project (on page 29) at Ogden, Utah, provides for roof and surface drainage improvements. Four warehouses and their adjacent streets were constructed during World War II with inadequate drainage facilities. This deficiency causes flooding and ponding of water on rail and roadways during the summer rains and creates icy conditions during the winter season which seriously impair rail and truck dock operations. Approval of this project will result in improved roof drainage of the warehouses, regrading of the adjacent roads and an overall improvement of storage and shipping operations.

The next project (on page 31) at Stockton, California, provides for the dehumidification of two general purpose warehouses. The lack of dehumidified space requires extraordinary processing and preservation of industrial plant equipment for storage in general purpose warehouses. This method is inefficient and costly. Approval of this project will provide controlled humidity space which will retard deterioration of precision equipment items and result in annual savings of approximately $32,000 by reducing operating costs required for cleaning and preserving this type equipment.

The thirteenth project (on page 33) at Richmond, Virginia, provides for conversion of warehouse space to permit storage of photographic material in a climatically controlled environment. The present film storage facility is a modified cold storage plant located 15 miles from the supply center. The refrigeration equipment in this plant was designed for low freeze temperature, is inefficient for storage of photographic material, and requires constant attendance by operating personnel. The material handling operations at the plant site are performed by employees who are required to travel back and forth between the center and the cold storage facility. Approval of this project will provide a modern film storage facility requiring minimum plant operational attendance and result in cost savings of $80,000 annually by reducing operating and maintenance expenditures.

The next project (on page 34) at Richmond, Virginia, provides for renovation of automatic data processing and communication facilities. The present facilities, because of numerous equipment changes required during the past several years, do not meet minimum design criteria for fire protection, security, or environmental control. Five separate overage and outmoded air conditioning systems, currently serving these facilities, are incapable of providing required dependability. Approval of this project will provide a cryptographic room for com-

munications, modifications to and lighting for the tape vault, a sprinkler system for fire protection, and floor mounted air conditioning units which will ensure essential flexibility and dependability.

The fifteenth project (on page 35) at Richmond, Virginia, provides a new truck entrance and control facility on the northern end of the supply center. The present truck entrance creates serious traffic problems at its intersection with Route U.S. 1/301. In addition the present on post traffic patterns and facility locations are such that all truck traffic must be dispatched from the warehouse operational area. This results in congestion of long-haul commercial trucks and other vehicles in an area where supply operations are concentrated. Approval of this project will eliminate hazardous traffic conditions and provide a truck entrance and related control facilities, remote from storage operations, that will intersect with a new proposed State Highway scheduled for construction in FY 1972.

The next project (on page 37) in North Philadelphia, Pennsylvania, provides modification of the air conditioning and heating systems in three administrative buildings. The air conditioning system for automatic data processing, and the system for personnel comfort, failed simultaneously this past summer causing disruption of the center's operational mission and discomfort to 2,200 personnel. These present systems cannot be controlled to provide uniform heating or cooling throughout the buildings. For example, during cold weather periods the temperature in many areas of the buildings has frequently been recorded near 60° F. Approval of this project will incorporate recommendations of an engineering consultant firm to modify existing system components, overhaul and/or replace defective items, and provide additional new equipment to correct the heating and air conditioning systems.

The seventeenth project (on page 39) in South Philadelphia, Pennsylvania, will provide emergency standby power for communications and automatic data processing at one of DSA's most critical field activities. Approximately 6,300 personnel are employed at this installation with responsibility for procurement and inventory control, of clothing, subsistence and medical items—functions directly related to troop transport. Nine power outages have been experienced at this activity during the past two years. Each outage resulted in equipment downtime necessitating several hours of program reprocessing. Approval of this project will ensure that ADP and communication equipment will not be disrupted by power failures or brown-outs, and that mission operations and support of worldwide military forces will be sustained.

The next project (on page 41) at Alameda, California, provides for upgrading of substandard administrative space. The present facility was constructed in 1942. No significant upgrading has been accomplished since its erection. The heating and ventilation systems are totally inadequate for approximately 300 personnel engaged in subsistence procurement functions. Approval of this project will eliminate hazardous and unsanitary conditions, and modernize and expand space required to accomplish the additional workload resulting from a recent realignment of subsistence procurement personnel on the west coast.

The nineteenth project (on page 43) for air pollution abatement involves four deficiencies at three locations. Three of the requirements, at Atchison, Kansas; Ogden, Utah; and Richmond, Virginia, pertain to the need for incinerators or other suitable facilities/means to permit disposal of refuse and other waste material. The fourth requirement, also at Richmond, Virginia, is for modernization and conversion of coal-fired heating plants. Approval of this project will permit this agency to comply with the President's policy in pollution abatement and in the case of the heating plant conversions will result in savings of $46,000 annually.

The twentieth and last project (on page 52) at Tracy, California, provides for access road improvements. Approximately 3,000 vehicles enter the depot daily from Chrisman Road which is the only access to the depot. Chrisman Road, which is also the main roadway to the city of Tracy, has no turning lanes into the depot. During peak hours traffic backs up creating hazardous conditions. Twenty-five accidents have occurred outside the depot in the past 30 months. Approval of this project will permit the implementation of the recommendations of the Bureau of Public Roads to provide a third lane with tapers on Chrisman Road along the west side of the depot and eliminate hazardous traffic conditions.

Mr. Chairman, this concludes my statement. I will be pleased to answer your questions.

CAMERON STATION, VA.

Senator SYMINGTON. Now, Cameron Station, Va., page 13. Here you propose to renovate and modify several buildings for administrative space, presumably.

I am wondering if this is executive office space?

General SCOTT. This is not executive office space as such. This is administrative space. It is office space but I wouldn't categorize it as executive office space.

Senator SYMINGTON. You propose to alter building No. 5 in support of research and development for the Defense Documentation Center.

What type of research and development effort?

General SCOTT. Back a few years years ago, sir, the mission of the Defense Documentation Center was expanded to include research and development in the area of the storage and retrieval of technical, both classified and unclassified, information flowing from defense research, test and engineering projects. This is a highly computerized operation that has resulted in the expansion of our computer requirements, and this phase of the project is to provide additional air conditioning and alterations to accommodate this.

DSA OFFICE, DAYTON, OHIO

Senator SYMINGTON. On page 15, DSA, Defense Automatic Addressing System Office at Dayton. Here you are asking for a standby powerplant for the Defense Automatic Addressing System Office. How long has this office been in existence and how many power outages have you experienced?

General SCOTT. I will defer for the moment as to how long the office has been in existence perhaps to provide that information for the record later.

Senator SYMINGTON. Very well.

General SCOTT. The office experience has been an average of about three outages a month due to weather, accidents, and commercial power failures and it takes the office from 15 minutes to several hours to recover. Since July 2, 1970, there has been a total of 18 outages representing a total of 35 hours in down time on the equipment. The DAASO was established at Dayton, Ohio on October 22, 1965.

DEFENSE SUPPLY CENTER, RICHMOND, VA.

Senator SYMINGTON. Thank you.

On page 32, Defense Supply Center, Richmond.

Here you propose to build a new refrigerator facility for the storage of photographic film. If you have such a facility, although it may not be as convenient as you wish, couldn't this project be deferred for the time being? We are very short of money, as you well know.

General SCOTT. We feel that this is a desirable project, sir, for several reasons.

The present facility to which you refer is a cold storage plant some 15 miles from the site of the Defense General Supply Center (DGSC). It was designed to maintain, freeze, and chill temperatures for the storage of food, as opposed to operating efficiently for the storage of film which is handled at a temperature and humidity of about 50 degrees and 50 percent respectively.

The present replacement value of this plant, which is ill suited for storage of photographic material, is estimated to be about $1,500,000. The Army Chief of Engineers estimates that the Government would realize a return of at least 40 percent or $600,000 by the sale of the plant.

We can realize significant additional savings in manpower and in operational costs by relocating the facility.

In terms of annual dollar savings, I think the figure is about $80,000 a year, but I have to check here for a second if I may.

Yes, we estimate annual operational savings of approximately $80,000. The bulk of these are in personnel costs. We utilize about 20 man-years at the present cold storage plant. We feel we can do the job for about 11.2 man-years by combining this material at the DGSC main installation, where security, building maintenance, receipt, storage, and issue operations already exist.

There is a savings in utilities and maintenance of approximately $15,000, included in the total of $80,000, the balance of $65,000 savings is personnel cost. We feel it is desirable both from the standpoint of annual operating cost as well as the potential return to the Government on sale of the present facility.

Senator SYMINGTON. That is a good answer.

On page 34, we notice Building 33 will be renovated to provide a secure communication facility with a crypto work room and so forth. Why is a crypto room needed in a supply agency?

General SCOTT. Because, sir, we handle a good deal of classified traffic. We handle classified items and we also handle classified inquiries back and forth between us and the field which requires encrypting of some of our traffic.

Senator SYMINGTON. Thank you. Do we have another statement from General Wood?

Mr. SHERIDAN. Yes; sir, we do.

General WOOD. Mr. Chairman, members of the subcommittee, I am pleased to appear before you today to present the NSA military construction budget for fiscal year 1972. We only have one item before the committee as far as the Sensitive Material Processing Center at an estimated cost of $2.6 million.

I have a detailed statement that I am willing to present to the committee and stand by for any questions you may have.

Senator SYMINGTON. We have no questions. Please supply your detailed statement for the record, General.

General WOOD. Thank you, sir.

(The statement follows:)

Mr. Chairman and Members of the Subcommittees, I am pleased to appear before you today to present the NSA Military Construction budget for Fiscal Year 1972. We request funds for construction at Fort Meade, Maryland, in that year of a sensitive materials processing center at an estimated cost of $2,638,000.

A principal mission of the National Security Agency is the organization, operation, and management of certain activities and facilities for the production of intelligence information. The successful conduct of these vital activities depends increasingly upon the extensive use of automatic data processing and recording equipment which employ large quantities of magnetic tape. After data are recorded on these tapes, they are repeatedly used by NSA analysts in the study and solution of specific problems. Since several of these problems are of a continuing nature, many tapes must be preserved for later consultation and reuse, just as are the traditional reference works of a library. Due to the chemical

makeup of these tapes, they tend to deteriorate in quality unless stored in a location with constant temperature and humidity. Since most tapes are original items, their preservation in the best possible condition is essential.

Not all such tapes are stored indefinitely, however, and there is a process for cleaning and rehabilitating tapes for reuse. This process of prolonging the life of tapes realizes considerable savings by avoiding new procurement. Just as in the case of storage, however, the rehabilitation process needs to be accomplished under controlled environmental conditions. The new building for which construction funds are requested in Fiscal Year 1972 will provide a centralized and modern facility for this activity.

The tapes are now being stored and processed in many different areas within the NSA buildings at Fort Meade, at the Washington National Records Center at Suitland, Maryland, and in a building at Fort Holabird, Maryland. Most of the storage areas are general purpose warehouses and lack essential environmental controls. Deterioration is occurring at a rate which endangers the permanent usefulness of the tape.

Tapes are constantly being transported from these geographically dispersed storage areas to our Fort Meade Operations Buildings. The transportation of such highly classified data over the public highways presents a continuous hazard of a security compromise. Consolidation of the tape storage and processing in a single building at Fort Meade will reduce the danger of an accidential disclosure of classified information.

The provision of a special building for these purposes will release operational space now being used for storage of tapes. Tape is also being temporarily stored in our principal warehouse building, and this project will enable us to remove certain partitions and structures in that building and return the space to its intended purpose as a general warehousing area.

This project provides for the construction of a concrete masonary wall, steel frame, steel joist building with built-up roofing. The building will have a minimum of 20 feet clear height from floor to suspended ceiling, insulation, air conditioning, humidity control, processing laboratory, and administrative area. Utilities and heat will be connected to existing distribution system; security fence and lighting will be constructed.

In summary, Mr. Chairman, the Sensitive Materials Center will provide a facility specifically designed for the shipping, receiving, processing, storing, and rehabilitating of highly classified magnetic tape under maximum conditions of control and security. I will be pleased to answer any questions you may have concerning this project.

EMERGENCY FUND

Senator SYMINGTON. Mr. Sheridan, this year you are asking $15 million for the emergency fund for the Secretary of Defense opposed to the $25 million you asked for last year.

What is the meaning of this reduction and how much of the amount granted last year has been obligated?

Mr. SHERIDAN. If I may, Mr. Chairman, I would like to go back to the start of the contingency fund, with your permission.

Senator SYMINGTON. Don't go too far back.

Mr. SHERIDAN. It will only take about 30 seconds.

Since the fiscal year 1966 regular appropriation and authorization we have had $472.5 million. We now have a balance of $45 million left of that.

Senator SYMINGTON. $45 million left?

Mr. SHERIDAN. $45 million, sir. With this $15 million that we are requesting this year, it will give us a total to use of $60 million and we are using it at the rate of $30 million a year. So we feel that this is a reasonable approach to request $15 million this year.

Senator SYMINGTON. How much did you have in reserve when you asked for $25 million?

Mr. SHERIDAN. We asked for $35 million.

Senator SYMINGTON. Last year?

Mr. SHERIDAN. Last year. We were given $35 million, making a total reserve, I think, of $58 million. However, we will furnish the exact balance for the record.

(The information follows:)

At the time of the Senate hearings, July 30, 1970, an uncommitted balance of $21.5 million was on hand. For Fiscal Year 1971, an emergency fund authorization and appropriation of $35 million was requested and approved. This provided a total program availability of $56.5 million, for a two-year period, or approximately $30 million per year. Because of our current unapportioned balance of $45 million, this year we are requesting $15 million, for a two-year total of $60 million.

Senator SYMINGTON. Why do you have to carry such a big reserve.

Mr. SHERIDAN. We don't feel it is a large reserve because——

Senator SYMINGTON. You don't feel it, but we do. Why do you ask for money that apparently you don't plan to spend.

Mr. SHERIDAN. It is not really a reserve.

Senator SYMINGTON. It is an appropriation.

Mr. SHERIDAN. It is an appropriation that will have to last until about December 1973.

Senator SYMINGTON. You will come up next year and ask for more money, won't you?

Mr. SHERIDAN. I don't believe we will unless we have some unforeseen circumstances and utilize the appropriations faster.

Senator SYMINGTON. This is like miscellaneous on the balance sheet. What do you use this for?

Mr. SHERIDAN. It is not really miscellaneous. There are a lot of items that we have that are classified and I can't talk about them in open testimony, but I say, in general, when you move a wing of the Air Force from one country in the Far East to another country, there is construction necessary to take care of the accommodation of that wing and that is the type of thing we use it for.

We furnish for the committees information on every item that we use this contingency fund for. We have an agreement with both Armed Services Committees that if the Secretary of Defense does not receive a response from the committees within 7 days we go ahead with the project.

Senator SYMINGTON. I understand all about that. How much of this money did you use last year?

Mr. SHERIDAN. $20.7 million.

Senator SYMINGTON. You used $20 million last year and you plan to use $30 million this year. Why the increase?

Mr. SHERIDAN. Well, the reason we used $20.7 million last year was because at that time we defined the projects that we needed overseas much more clearly then we feel we can define them at the present time because of troop reassignments and the like.

Senator SYMINGTON. Suppose you submit figures for the last 5 years as to what you have done with this contingency fund.

Mr. SHERIDAN. We will give you the entire——

Senator SYMINGTON. Make that a part of the record.

Mr. SHERIDAN. Yes, sir.

(The information follows:)

Commencing with the FY 1966 Regular MILCON program, the Congress has authorized the Secretary of Defense to accomplish urgent military construction

under the provisions of the Defense Agencies (emergency construction) Titles. To date, $472.5 million have been appropriated to support these authorizations, as follows:

Fiscal year:	*In millions*
66R	$50.0
66S	200.0
68R	100.0
69R	70.0
70R	17.5
71R	35.0
Total	472.5

$427.5 million have been provided by OSD to the military departments, with the vast majority of the appropriations being provided for support of Southeast Asia. Of these, $297.2 million were provided for construction in Southeast Asia proper. Southeast Asia construction was funded in FYs 66R, 66S, and 68R.

Construction in Southeast Asia

	In millions
RVA—Operational, logistics, housing, communication, port, hospital, maintenance and support facilities	$269.3
Thailand—Operational and support facilities	27.9
Total Construction in SEA	297.2

WORLD-WIDE USE

[In millions of dollars]

Project/location	Sponsor	Cost
FISCAL YEAR 1966S		
Relocation of U.S. forces from France	A	$15.2
Facilities to relocate 55,000 tons of stock	A	(55.0)
USCINCEUR Command and Control Center, Stuttgart, Germany	A	(3.0)
Relocation of headquarters facilities		(2.9)
Relocation of personnel and materiel facilities from France	A	(4.3)
Training base expansion, United States	A	13.3
Antiballistic missile system, United States	A	6.0
Anti-infiltration plan	A	.3
Training facility, Mare Island, United States	N	.8
Total fiscal year 1966S outside SEA		35.6
FISCAL YEAR 1968R		
Army operations center/CDCC, CONUS	A	2.2
Border sites, Europe	A	4.5
Shelter program, Europe	AF	10.5
Total fiscal year 1968R outside SEA		17.2
FISCAL YEAR 1969R		
Shelter program, Europe	AF	22.3
Ammunition storage, Europe	AF	2.7
Aerial port, Europe	AF	5.2
Classified, CONUS	AF	8.5
Korea (Chinhae ammo storage)	A	2.4
Ammunition storage, United Kingdom	A	.5
Classified communications projects	N	1.6
Stockades (Fort Dix $4.5, Bragg $1.9, Carson $1.5, Ord $0.5)	A	8.4
Groin construction, Cape Hatteras	N	.9
PACOM ELINT, Hawaii	N	.5
Forward command post, Korea	A	3.7
Caerwent ammo storage, United Kingdom	A	.6
Aerial ports, Ramstein/Zweibrucken, Germany	AF	2.6
RED HAT, Johnston Island	A	6.1
Iwakuni MCAS, Japan	N	3.0
RED HAT, Johnston Island	A	[1] 1.0
Total fiscal year 1969R		70.0
FISCAL YEAR 1970R		
RED HAT, Johnston Island	A	[1] 4.9
Kunsan/Osan Air Base, Korea	AF	2.6
Total fiscal year 1970R transferred to date		7.5
Grand total transferred		427.5

[1] Approved as 1 transfer.

Senator SYMINGTON. Thank you very much.

Mr. SHERIDAN. You are welcome.

Senator THURMOND. Mr. Secretary, what position has DOD taken on the requests of the Reserve units wishing to locate at Olathe Naval Air Station, Kans., and Sand Point, Wash.

Mr. SHERIDAN. The request of the U.S. Army Reserves for the retention of one maintenance hangar and supporting land at Olathe Naval Air Station, Kans., in support of a CH–47 helicopter company is being favorably considered in my office. With regard to the naval station at Sand Point, Seattle, Wash., the U.S. Army Reserve has been using one hangar and 4 acres of land for over 1 year for helicopter operations. The use of additional land (about 10 acres) to permit conversion of this unit to larger aircrafts is still under study.

Senator THURMOND. Mr. Secretary, has your office taken a position on the request of the Army, Air Force, and Guard units to locate at Los Alamitos?

Mr. SHERIDAN. In formulating the plan for Los Alamitos, requirements were solicited from Army, Navy, Air Force, and Marine Corps. The present plan incorporates the requested space for non-flying Reserve components. The matter of Reserve flying activities at Los Alamitos is currently under active consideration.

Senator THURMOND. Secretary Sheridan, what problems do you feel exist when one military department desires to pick up property abandoned by another military department prior to excessing property and facilities?

Mr. SHERIDAN. I believe, Senator Thurmond, that this is a similar question to one that you raised earlier and which relates to circumstances where a military department closes an installation which has been reported to the General Services Administration for disposal. As you know, under the Federal Property and Administrative Services Act of 1949, as amended, the GSA is responsible for the disposal of excess real property. As indicated earlier, our procedures require that the real property be screened within the Department of Defense and the U.S. Coast Guard. If no valid requirements are forthcoming, the military department holding accountability for the property forwards a report to the House and Senate Armed Services Committees indicating the proposed area to be excessed by the Department of Defense. Some time thereafter, when all the technical data on the property, such as accurate metes and bounds, has been completed, and if no other requirements have arisen in the interim, the disposal report is forwarded to the GSA. If a requirement arises for the property after it is in the hands of GSA, we try to work with that agency to withdraw the required land. In some cases we are successful, and in others we are not. In summary, assuming valid requirements have been established, I do not believe any insurmountable problems exist in transferring the excess real property of one service to another while the disposal is still within the Department of Defense. As you can appreciate, however, once the matter is out of the hands of the Department of Defense, all we can try to do is convince the GSA that the requirement in question is valid and obtain their permission to withdraw the disposal report.

Senator THURMOND. Thank you, Mr. Sheridan.

Senator SYMINGTON. That is all we have. We appreciate your coming up.

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We will now take up the requirements of the Reserve Forces. Mr. Evan R. Harrington of the Office of the Assistant Secretary of Defense for Installations and Logistics will be our first witness and will summarize the over-all program. My few brief questions will be directed to him. I am pleased to welcome the representatives of each of the Reserve Components, Department of the Army. I will ask each of you to come to the table with Mr. Harrington and if you desire, of course, you may read your statements, or you may submit them for the record.

You may proceed, Mr. Harrington.

Have you any preference on that, Senator Tower?

Senator TOWER. I am sorry, sir.

Senator SYMINGTON. I say, I am leaving it up to the witnesses, if they would like to read their statements or submit them for the record.

Senator TOWER. Suits me.

Senator SYMINGTON. All right; Mr. Harrington, you have a fairly short statement. Will you read it.

STATEMENT OF EVAN R. HARRINGTON, OFFICE OF THE DEPUTY ASSISTANT SECRETARY OF DEFENSE (INSTALLATIONS AND HOUSING), ACCOMPANIED BY LT. GEN. W. R. PEERS, OFFICE OF RESERVE COMPONENTS, DEPARTMENT OF THE ARMY; MAJ. GEN. J. MILNOR ROBERTS, ARMY RESERVE, DEPARTMENT OF THE ARMY; REAR ADM. E. J. ZIMMERMAN, DEPARTMENT OF THE NAVY; MAJ. GEN. FRANCIS S. GREENLIEF, ARMY NATIONAL GUARD AND AIR NATIONAL GUARD, NATIONAL GUARD BUREAU; BRIG. GEN. DONALD CAMPBELL, AIR FORCE RESERVE, DEPARTMENT OF THE AIR FORCE

Mr. HARRINGTON. Yes, sir. It is a pleasure to appear before your committee today in behalf of the Reserve Forces construction program. As Secretary Shillito noted in his opening statement, title VIII of the proposed bill would provide new authorization in a total amount of $80.3 million for Reserve Forces construction. The distribution of this authorization request between the Reserve Forces is as follows:

[In millions of dollars]

Army National Guard	$25.7
Army Reserve	30.3
Naval and Marine Corps Reserve	10.1
Air National Guard	9.0
Air Force Reserve	5.2

This total request of $80.3 million in fiscal year 1972 compares with a similar request in fiscal year 1971 of $37.5 million. This increase which is slightly more than double last year's request reflects a very real emphasis on the entire Reserve component structure within the military services, and emphasizes the Department of Defense policy of strengthening and improving the readiness of the Reserve Forces as scheduled reductions in the Active Forces occur. It also implements the guidance of the Secretary of Defense that the service secretaries should consider an optimum balance between Active and Reserve Forces in applying total and programed resources available to meet service missions.

We are particularly pleased this year to be able to request the approval of the Congress for an authorization total which will permit us to achieve a significant degree of progress toward reducing the considerable backlog of facility deficiencies which have accumulated in the Reserve Forces program.

Mr. Chairman, as you are well aware, due to past merger proposals, reorganizations, construction deferments, and more recently funding priorities to support more urgent military needs of the Active Forces, the Reserve Forces program has accumulated a substantial backlog of construction requirements. Currently these needs are estimated as follows:

[In millions of dollars]

Army National Guard	$274.3
Army Reserve	307.7
Naval and Marine Corps Reserve	233.9
Air National Guard	251.7
Air Force Reserve	42.5
Total	1,110.0

We are determined to liquidate this backlog as rapidly as possible consistent with other military priorities and available funds. We feel a special urgency in this regard now, in view of the increased reliance being placed on Reserve capabilities as the Active Forces are reduced in total strength. Toward this end, we have established a phased 10-year program which addresses the total identifiable facility needs of the Reserve Forces based on current force structures.

The fiscal year 1972 authorization request represents the first substantial increment of the program and we hope that in the following years we can maintain our schedule for an orderly liquidation of the total backlog.

As in previous years, under the lump-sum authorization procedures, the Congress would be furnished advance notification in accordance with 10 U.S.C. 2233a(1) concerning the location, nature, and estimate cost of all projects over $50,000 which are proposed to be undertaken within the total lump-sum authorization available.

While in accordance with the lump-sum authorization procedure, specific projects within the total can only be tentatively identified at this time. However, current indications are that $40,218,000 would be used to construct 92 Army Reserve centers and Army National Guard armories, and $15,768,000 for 64 projects to provide aviation support, field training, and miscellaneous summer training and nonarmory facilities. Similarly, $5,344,000 would be required for eight Reserve Centers for Naval and Marine Corps Reservists, and $4,746,000 for aviation facilities warehousing, and a combat vehicle repair shop. The remaining proposed authorization for the Air National Guard and Air Force Reserve would provide $7,107,000 for 21 operational facilities, $3,209,000 for maintenance projects, and $3,934,000 for various miscellaneous airbase support facilities.

Mr. Chairman, I have with me representatives of the military departments who are prepared to discuss their individual Reserve facilities programs in more detail if the committee so desires. Together, we shall endeavor to answer any questions you may have on the facility program or the Reserve components generally.

Senator SYMINGTON. Thank you, Mr. Harrington. Will you present the other witnesses in the order you believe proper?

Mr. HARRINGTON. On my left is Lt. Gen. W. R. Peers.

Senator SYMINGTON. Good to see you again, General.

General PEERS. I have a short statement which I would like to enter into the record.

Senator SYMINGTON. Does that meet with the approval of the committee?

Senator TOWER. Yes.

Senator THURMOND. Yes.

Senator SYMINGTON. Thank you.

(The statement follows:)

Mr. Chairman and members of the committee: It is again a privilege to appear before this committee and report on the Army National Guard and Army Reserve Military Construction Programs.

During the past two years, I have visited a large number of our Army National Guard and Army Reserve units. I have found them to be manned by highly motivated, dedicated and professional personnel who want to succeed; to be an important part of our defense structure and to contribute to the security of our Country. Through their untiring efforts there has been significant improvement in the overall readiness posture of the Reserve Components. Some of the units would compare most favorably with their active duty counterparts. All are doing their utmost to reach their assigned goals and I am certain that it will pay high dividends in the years to come.

While the overall preparedness of our Reserve Components is probably the highest ever achieved in peacetime, we must continue to provide the units with those resources necessary to maintain the highest possible level of proficiency. One of the fundamental resource requirements is the availability of adequate, functional, self-sustaining facilities. To provide essential home stations and training areas to meet our current force structure, we have identified construction totalling $640.9 million. Of this amount, $302.5 million will provide for National Guard facilities and $338.4 million for the Army Reserve.

To overcome this construction deficiency, a 10-year construction plan was prepared by the two components and approved by the Deputy Secretary of Defense. Fiscal Year 1971 was the initial construction year and provided the impetus needed to adequately plan for an accelerated program.

In Fiscal Year 1972, we are presenting the initial year of our expanded annual construction programs with the goal of providing adequate facilities for all units by 1980.

The total authorization request of $56.0 million represents an increase of $31.0 million over the Fiscal Year 1971 program. The Chief, National Guard Bureau is requesting new authorizations totaling $25.7 million. The Chief, Army Reserve request will provide $30.3 million in new authorization..

To support this authorization request, the Army Reserve Component military construction budget plan for Fiscal Year 1972 is $62.5 million. This plan represents a $37.5 million increase over Fiscal Year 1971.

The Chief, National Guard Bureau is presenting a budget plan of $29.0 million to provide for construction of 49 armories, 49 non-armories and 12 training facilities. It includes funding of $3.3 million for advanced project design and a balanced program of minor construction.

The Chief, Army Reserve has submitted a program for $33.5 million, allowing construction of 26 new centers, 16 center expansions and 4 special purpose facilities. The program also includes $3.2 million for advanced project design and minor construction requirements.

For both the National Guard and the U.S. Army Reserve, these facilities will do much to improve training, increase unit readiness, and enhance espirit de corps and morale.

This concludes my statement, Mr. Chairman. MG F. S. Greenlief, Deputy Chief, National Guard Bureau and MG J. M. Roberts, Chief, Army Reserve are present to provide details related to their respective programs and to answer any questions you may have.

Thank you.

Mr. HARRINGTON. To General Peers' left we have General Greenlief of the Army National Guard.

General GREENLIEF. I also have a statement which I would like to submit for the record and answer questions.

Senator SYMINGTON. Fine. Thank you.

(The statement follows:)

STATEMENT BY MAJ. GEN. FRANCIS S. GREENLIEF, DEPUTY CHIEF, NATIONAL GUARD BUREAU—DEPARTMENTS OF THE ARMY AND THE AIR FORCE

MILITARY CONSTRUCTION, ARMY NATIONAL GUARD

Mr. Chairman and members of the committee, I am pleased to appear again before this Committee to present the Fiscal Year 1972 Army National Guard Military Construction Program Authorization and Appropriation requests.

These requests are for facilities which are urgently needed for the training and mobilization readiness of our units. I know this is a matter of concern to this Committee, just as it has always been in the past. Today when we are seriously contemplating a reduced modern volunteer Army, the readiness posture of the Guard has become even more critical.

For each of the past two fiscal years, that is 1970 and 1971, our construction program has been held at $15 million. Since we had a backlog in FY 1970 of almost $300 million in needed construction, an annual program amounting to only 5 percent of this figure served only to balance cost growth due to rising prices. Although we have been able to provide approximately 60 new facilities each year, the remaining requirement has become inflated and remains at about $300 million. The annual program we are now requesting for FY 1972 is $29 million, almost double the previous program level.

This increased level of funding is a significant step in implementing our goal of a 10-year construction program. Our goal is to provide adequate facilities in a reasonable time frame. These facilities are needed to store and maintain increased volumes of equipment, vehicles, and aircraft. They are needed to provide attractive as well as adequate armories for assembly of our units, storage of weapons and supplies, and administration of Army National Guard units. We have a requirement for better and expanded field training facilities. In short, we have serious deficiencies in all types of armory and non-armory facilities, which should be corrected as soon as possible to assist the Army National Guard in improving its overall readiness posture.

First, I shall cover authorizations. Today we are requesting an authorization for $25.7 million for armory and non-armory facilities. Included are 49 armories and 61 non-armory support or training camp projects. This makes a total of 110 major projects in 43 States, D. C. and Puerto Rico. The Justification Data Books which you have been furnished contain detailed project justification forms which support our latest revision of the construction program.

Our authorization request for FY 1971 covered all our approved major project and left us with an excess of $2.6 million of unfunded authorization. Since the $25.7 million of new authorization we are now requesting for FY 1972 will also cover all new major projects, we will again have $2.6 million of unfunded authorization. We believe that this amount of unfunded authorization is not excessive and that it does provide some flexibility for the unique Army Guard program. As you know, we require the States to provide the construction sites and for armories 25% matching construction funds. In some instances a State Legislature will find it necessary to ask that an approved project be deferred. If we have some unfunded authorization, we can reschedule their project to a subsequent year without cancelling and still reapportion the funds for another urgent project for immediate accomplishment.

Next, I shall cover our appropriation request. The amount of $25.7 million for major construction plus $3.3 million for minor construction and planning funds comprises our FY 72 Budget of $29 million.

A new Budget Authority of $29.0 million is therefore requested for FY 1972.

The obligation target for FY 1971 is $14.4 million. This will leave a $6.9 million carry-over to work with in the first half of FY 1972 or until such time as Congress enacts the new military construction appropriations. Our goal for obligations in FY 1972 is $23.6 million which will leave $12.3 million to carry into fiscal year 1973.

This concludes my prepared statement. I shall be happy to answer any questions the Chairman or the Committee may wish to ask.

STATEMENT BY MAJ. GEN. FRANCIS S. GREENLIEF, DEPUTY CHIEF, NATIONAL GUARD BUREAU

Mr. Chairman and members of the committee: It's a privilege to appear before you to give a progress report on the Air National Guard Military Construction Program and to present our requirements for the coming fiscal year 1972. As most of you know, the Air National Guard has come a long way in the decade of the 1960's. Today, I think it can be truthfully said that the Air National Guard is a streamlined, combat-ready and cost-effective citizen-air arm capable of meeting the increasing responsibilities required of us in this new decade. This committee's faith, confidence and whole-hearted support the past 10 years has made it possible for us to become a first string player on the American Defense team. You have been a fair and penetrating critic.

It has been through your co-operative and understanding support that the Air National Guard has been capable of meeting the many crises it has been called upon to face the past few years. I am confident the Air National Guard is today ready and able to meet the increasing responsibilities delegated to us in an era of austere budgets and reduction in force of the active service. As modernization of our Guard force progresses, your support, advice and counsel will be even more valuable in maintaining an effective Air National Guard as our equipment, construction requirements and forces are updated and streamlined to fit into the total force concept.

The Air National Guard Military Construction authorization request for fiscal year 1972 totals $10.6 million. Of this, $1.6 million is proposed for planning and minor construction, leaving $9.0 million for construction of facilities. Within this amount, the Secretary of Defense has directed the accomplishment of specific pollution control projects, to comply with the Executive Order on Pollution Control, at an estimated cost of $1.3 million. $7.7 million then remains for construction of facilities in direct support of our flying and non-flying units. Approximately one half of the ANG flying units have been or are scheduled to be converted to modern, high performance type aircraft in the near future. In every case, these new mission aircraft are more sophisticated and require additional support facilities of greater complexity. In some cases, these new aircraft cannot be operated until such safety items as aircraft arresting barriers and runway extensions and overruns are in place. This authorization request provides only the minimum essential facilities to support the aircraft conversions.

With the exception of the pollution control projects and two projects for urgently required operational and maintenance type facilities in support of a Mobile Communications Unit, at an estimated cost of $0.6 million, the entire request is for support of the aircraft conversion program and includes a package item for aircraft arresting barriers at seven bases at an estimated cost of $0.9 million; nine projects for operational type facilities estimated at $3.6 million; and nine projects for maintenance type facilities estimated at $2.6 million. These projects represent only a minute portion of our most urgent facility requirements at 25 of our 151 installations. This program prohibits vitally needed new construction, replacement of our worn-out World War II and other substandard facilities and provides only very limited facilities in support of the operational, maintenance and support requirements of a small part of the ANG Force.

The Secretary of Defense has recognized a deficiency of approximately $267 million in Air National Guard facilities and is supporting an ANG ten-year program of $24 million per year. Consistent with this support, we initiated a vigorous design program during the past year and presently have 24 projects designed and awaiting construction funds, with an estimated cost of $7.8 million. In addition, designs are underway on 20 other projects with an estimated cost of $9.1 million. These projects are in addition to those projects included in our FY 1971–1972 Military Construction Programs.

Because of savings realized in both design and construction costs, we are increasing our utilization of the States as our construction agent. Through their services, we have been able to obtain project savings of approximately fifteen percent. These savings are almost equally divided between design and construction costs. In view of these savings, we intend to continue use of this method of operation to the maximum extent.

Because of the freeze on new construction during most of fiscal year 1970, contract awards for new major facilities were limited to $3.7 million covering 17 projects in 14 States. With the lifting of the freeze, contract awards for major facilities totalling $11.6 million have been made since 1 July. These awards

involved 47 projects in 15 States. I am pleased to state that our entire FY 1970 MCP is now under contract. With the recent release of FY 1971 construction funds, we anticipate having our FY 1971 MCP ($6.5 million) under contract by 30 June 1971.

This concludes my presentation to the Committee in support of the Air National Guard military construction program for the fiscal year 1972. My staff and I are ready to entertain any questions you may have regarding our construction program.

PREPARED QUESTIONS FROM SENATOR YOUNG

Senator SYMINGTON. Senator Young has submitted some questions he has requested you to answer with respect to certain matters in which he is interested and I will submit those for the record and please answer some for the record.

General GREENLIEF. I will be pleased to do so.

Question. What are your plans for a fire station addition and squadron operations facility for the North Dakota Air National Guard at Hector Field in Fargo, North Dakota?

Answer. Designs for these facilities are underway. The fire station addition also includes a Petroleum-Oil-Lubricants operations/quality control facility.

Question. I believe it has been within the past year, has it not, that the North Dakota Air National Guard was furnished with F–101's. These new aircraft make this facility all the more needed, do they not?

Answer. Yes. In addition, there is an urgent need for aircraft shelters at Hector Field because of weather conditions there.

Question. Has the design of these facilities been completed?

Answer. The design of the fire station/POL Ops/QC addition is scheduled for completion by 30 June 1971. The design for the squadron operations facility is scheduled for completion by 30 September 1971. The design for the aircraft shelters is complete.

Question. What do you estimate the cost of those facilities to be?

Answer. The fire station/POL Ops/QC addition is being programmed at $202,000. The squadrons operations facility is being programmed at $770,000. The aircraft shelters are being programmed at $286,000.

Question. Are these funds included in your budget?

Answer. These projects are not included in the FY 1972 budget presently before these committees.

Question. Did the National Guard Bureau request authorization and funding for these items?

Answer. Although, as I stated, these are valid and meritorious projects, it was necessary to consider them in relative priority to all other urgent needs within the Air Force. Based on such considerations and available resources, it was determined that they should be deferred for inclusion in next year's submittal.

Question, What is the current status of the runway lighting project to be financed by the National Guard and the Fargo Airport Authority?

Answer. The runway lighting project is under discussion. We are presently awaiting a total cost estimate from the City of Fargo and an indication as to whether the FAA will participate and the type of funding involved.

Question. This, too, is a badly needed project, is it not?

Answer. Yes, this is a badly needed project.

Question. Does your proposed budget provide sufficient funds to proceed with this construction?

Answer. The FY 1972 budget now before these Committees does not include funds for the proposed runway lighting project.

Mr. HARRINGTON. To my right, Mr. Chairman, we have Admiral Zimmermann of the Navy Reserve.

Admiral ZIMMERMANN. Sir, likewise I have a short statement which I would not read unless you so desire and submit it for the record.

Senator SYMINGTON. Fine, we will include it in the record. No questions.

(The statement follows:)

Mr. Chairman, it is with considerable pleasure that I appear before you today for the purpose of presenting the Naval Reserve and Marine Corps Reserve Military Construction requirements for the fiscal year 1972. The 10.9 million dollars, requested as a lump sum, is modest when compared to total requirements, yet is consistent with budget limitations and the Navy's overall priorities. It will support critical projects for the Naval Reserve Air and Surface/Subsurface programs and Marine Corps Reserve Air and Ground progams.

The mission of the Naval Reserve and Marine Corps Reserve is to provide trained units and individuals for active duty in time of war or national emergency. These include units equipped with fighting platforms such as ships and aircraft which are readily responsive for active force augmentation; units designed and functioning as supplemental wartime components for fleet forces, staffs and bases; and, trained individuals for assignment to specific mobilization billets of the active forces.

The budget for fiscal year 1972 requests authorization for average strengths in the Selective Reserve of 129,000 in the Naval Reserve and 48,000 in the Marine Corps Reserve, all in a drill-pay status. In addition there currently are approximately 13,500 Naval Reservists and 1,285 Marine Corps Reservists who participate and receive training in a non-drill pay status. This Ready Reserve resource of over 191 thousand trained reservists cannot be maintained in a satisfactorily responsive state without the essential facilities required for its ongoing training and operations. Currently there are a total of 414 sites supporting the Naval Reserve surface/subsurface and Marine Corps Reserve ground units. Additionally, there are 22 flying and 10 non-flying sites utilized by the Naval Air Reserve and/or the Marine Corps Air Reserve.

Although this submission will provide only a portion of the up-dated facilities needed to support the reserve units in their assigned mission, it does reflect three primary objectives. First, it provides for the improvement or replacement of some of our most critical training facilities. Second, it supports the relocation of Air Reserve units and a more effective consolidation of their operating facilities. The initial actions surrounding the recent reorganization of the Naval Air Reserve are nearly complete and significant improvements in readiness, efficiency and morale are already evident. Third, the lump sum authorization will permit a flexible means of supporting and maintaining the Reserve programs in a variable and balanced state.

Mindful of Congressional desires and prudent planning, we are continuing to emphasize a policy of joint utilization and support. Seven of the eleven project sites contained in the FY 72 Reserve Construction programs are utilized jointly by Navy, Marine Corps, Air Force (non-flying), Coast Guard, or Army Reserve units. Of the remaining four, one corrects a critical pollution problem, two are concerned with the relocation of the Naval Air Reserve to Regular Navy bases, and one alleviates a critical combat vehicle support problem for the Marine Corps Reserve. All projects are designed to improve personnel support and operating facilities critical to both Navy and Marine Corps mobilization objectives.

It has been our purpose to present only projects of definite and continuing importance in building the readiness and responsiveness of our Naval Reserve and Marine Corps Reserve. In this context the program has been carefully screened and only items of greatest urgency have been included.

This concludes my statement, Mr. Chairman. I shall be pleased to answer any questions or provide further information as desired.

Mr. HARRINGTON. To the right of Admiral Zimmerman, is General Campbell of the Air Force Reserve.

General CAMPBELL. I too have a statement I would like to submit for the record.

Senator SYMINGTON. Very well.

(The statement follows:)

Mr. Chairman and members of the Committees, I appreciate this opportunity to meet with the Committees and to discuss our Military Construction Authorization and Appropriation requests for Fiscal Year 1972. This past year has been one of considerable change for the Air Force Reserve and the modernization of our units will continue during Fiscal Year 1972. At the end of this two year period, 27 of our flying units will have converted to different aircraft and 5 new flying units will have been activiated. Included in the new units is a C–130 equipped tactical airlift unit at Field No. 3, Eglin AFB, Florida. Some of these changes have occurred with a minimum lead time and have created some instability in our Military Construction Program.

Our obligations during the current fiscal year will total approximately $7.2 million. Obligations during Fiscal Year 1970 totalled $1.9 million. Contract awards have been delayed somewhat by program changes such as the recently announced closure of Clinton County AFB, Ohio. Our program is now stabilizing and we anticipate total obligation of our current residual balance by 31 December 1971.

The lump sum funding and programming procedure has provided maximum utilization of appropriated funds. This has been especially true during the recent months of base changes and mission conversions. Our Fiscal Year 1972 program is requested under the same rules of approval and management.

For Fiscal Year 1972, we are requesting new obligational authority in the amount of $5.7 million. Preliminary project evaluations, final design and minor construction will require $450,000 or 7.9% of our request. The remaining $5.25 million is scheduled for the actual construction cost of 20 projects at 10 locations. These construction costs are divided into the following categories of facilities: 57.1% for operational and training facilities; 5.8% for maintenance facilities; 6.6% for medical training; 23.7% for troop housing and messing facilities and 6.8% for utilities.

Two of the facilities outlined in our justification books were in support of mission changes which were classified at the time of submission. The aerial port training facility at Barksdale AFB, Louisiana, is required for the 917th Military Airlift Group's conversion to a C–130 tactical airlift mission. The tactical airlift mission requires training the aerial port flight for palletized loading of the C–130 and for air drop capability. An identical C–130 mission conversion was programmed for the 915th Military Airlift Group at Homestead AFB, Florida. It was announced on 6 April 1971 that the 915th Military Airlift Group would, instead, convert to an EC–121 mission. This new mission will not require the aerial port facility included in our Fiscal Year 1972 justification books. We, therefore, request that the aerial port facility for Homestead AFB be relocated to Tinker AFB, Oklahoma. The Tinker unit is also scheduled to convert to C–130 aircraft. The scope and cost of the facility at Tinker would remain as outlined for Homestead.

As in the past, and to assure maximum economy and compatibility with mission support requirements, this tentative list of projects will be continuously reviewed.

Mr. Chairman, this concludes my general statement in support of the Air Force Reserve Fiscal Year 1972 Military Construction Authorization and Appropriation request. The support and interest of your Committees are greatly appreciated. I am prepared to answer any questions which you may have.

Senator SYMINGTON. Mr. Harrington, will you submit for the record a list of those Reserve facilities you propose to construct during the coming fiscal year, if your total request of $80.3 million is granted?

Mr. HARRINGTON. Yes, sir, we have such a list and we would be happy to furnish it for the record.

(The information follows:)

TENTATIVE RESERVE FORCES FACILITIES PROGRAM—FISCAL YEAR 1972 STATE LISTING

[Dollar amount in thousands]

[Key: ANG—Army National Guard; ARC—Army Reserve Corps; NR—Navy Reserve; MCR—Marine Corps Reserve; AFNG—Air Force National Guard; AFR—Air Force Reserve]

State/Location	Project	Amount
Alabama:		
Birmingham	Army aviation support facilities (ANG)	$621
Sheffield	Expand 150-man center to 350 with maintenance shop and parachute facility (ARC).	627
Birmingham	Squadron operations facility (AFNG)	561
Do	Alter hangar to A/C maintenance shops and repair hangar (AFNG)	730
Dannelly Field	Reconnaissance photo laboratory (AFNG)	181
Do	A/C engine repair shop (AFNG)	269
Total		2,929
Alaska:		
Camp Carroll	Training Facilities (EM barracks, headquarters, supply buildings) (ANG).	600
Fairbanks	Motor vehicle storage building (ANG)	151
Gambell	Scout armory (ANG)	72
Goodnews Bay	do	64
Savoonga	do	75
Anchorage	Expand 125-man center to 225-man center with shop (ARC)	658
Total		1,620
Arizona:		
Phoenix	Armory and aviation support facilities (ANG)	624
Tucson, International Airport	Apron addition (AFNG)	234
Total		858
Arkansas:		
Dardanelle	1 unit armory (ANG)	113
Pine Bluff	2 unit plus armory (ANG)	227
Conway	Expand 50 man center to 150 man center with shop (ARC)	374
Harrison	do	374
Fort Smith MAP	Reconnaissance photo lab (AFNG)	201
Total		1,289
California:		
Camp Roberts	Training facilities (range facilities and utilities) (ANG)	310
Stockton	Army aviation support facilities expansion (ANG)	569
Camp Pendleton	600 man center with special amphibious maintenance shop (ARC)	1,350
Modesto	Expand 50 man center to 200 man center (ARC)	374
San Leandro	200 man reserve center (ARC)	619
Miramar NARTD	Aircraft apron (NR)	1,537
Do	Aircraft maintenance hangar (NR)	2,378
Point Mugu NARTU	General warehouse (NR)	292
Travis AFB	Operation mission training facilities (AFR)	449
Do	Special training facilities (AFR)	203
Total		8,081
Connecticut:		
Oxford	2 unit armory with aviation support facility (ANG)	930
Hartford	1,000 man center with maintenance shop (ARC)	1,575
Total		2,505
Delaware:		
Bethany Beach	Training facilities (rehabilitation of existing buildings (ANG)	120
Marshallton	Organizational maintenance shops (ANG)	197
Dover AFB	Specialized training facilities (AFR)	227
Total		544
District of Columbia:		
Camp Simms	1 unit armory (conversion) (ANG)	120
Do	2 organizational maintenance shop additions (ANG)	100
Andrews AFB	A/C Engineer inspection and repair shop (AFNG)	256
Do	Avionics shop (AFNG)	294
Total		770
Florida:		
Jacksonville	4 unit plus armory (ANG)	624
Palatka	Expand 50 man center to 200 man (ARC)	369
Panama City	do	401
Orlando	Reserve training building addition (NR)	517
West Palm Beach	Parking area (NR)	85
Homestead AFB	Aerial port training facilities (AFR)	208
Total		2,204

TENTATIVE RESERVE FORCES FACILITIES PROGRAM—FISCAL YEAR 1972 STATE LISTING—Continued

[Dollar amount in thousands]

[Key: ANG—Army National Guard; ARC—Army Reserve Corps; NR—Navy Reserve; MCR—Marine Corps Reserve; AFNG—Air Force National Guard; AFR—Air Force Reserve]

State/Location	Project	Amount
Georgia:		
Atlanta	Combination support maintenance shop (ANG)	$729
Dobbins AFB	POL operations and quality control (AFR)	66
Do	Auto maintenance shop (AFR)	179
Do	Air conditioning officers' quarters (AFR)	37
Total		1,011
Hawaii:		
Bellows Field	Aviation support facility (ANG)	289
Do	(Armory-part) (ANG)	52
Paukukalo	Organizational maintenance shop (ANG)	78
Hilo	Expand 50-man center to 150-man center with maintenance shop (ARC)	404
Total		823
Idaho:		
Gowen Field	Annual training site facility (renovate barracks and construct dispensary) (ANG)	340
Do	Army aviation support facility (ANG)	274
Do	Training equipment pool shop expansion (ANG)	98
Total		712
Illinois:		
Quincy	Organizational maintenance shop (ANG)	140
Chicago	1,000-man center with maintenance shop (ARC)	1,940
Springfield	100-man center with maintenance shop (ARC)	452
Capitol MAP	Airfield pavement (AFNG)	400
Chicago O'Hare International Airport	Aerial port training facility (AFR)	246
Do	Dispensary (AFR)	348
Do	Alter heating plant (AFR)	357
Total		3,883
Indiana:		
Portland	1-unit armory (ANG)	231
Kokomo	400-man center with maintenance shop (ARC)	916
Total		1,147
Iowa:		
Cedar Rapids	2-unit armory (ANG)	288
Davenport	1-unit armory (ANG)	188
Do	Aviation support facility (ANG)	463
Burlington	200-man center and maintenance shop (ARC)	676
Sioux City	Training building addition (NR)	536
Sioux City MAP	Aircraft engine inspection and repair shop (AFNG)	196
Total		2,347
Kansas: Holton	1-unit armory (ANG)	145
Kentucky:		
Fort Thomas	Expand 300-man center to 700-man center with maintenance shop (ARC)	776
Pilesville	200-man center with maintenance shop (ARC)	622
Total		1,398
Louisiana:		
Franklinton	Armory addition (ANG)	121
Thibodaux	do	140
Monroe	200-man center (ARC)	484
New Orleans NAS	Squadron operations facility (AFNG)	597
Do	Aerial port training facilities (AFR)	254
Hammond Municipal Airport	Additional communications facility (AFNG)	359
Do	Automotive maintenance and support equipment shop (AFNG)	327
Barksdale AFB	Special training facilities (AFR)	178
Do	Aerial port training facilities (AFR)	203
Total		2,663

TENTATIVE RESERVE FORCES FACILITIES PROGRAM—FISCAL YEAR 1972 STATE LISTING—Continued

[Dollar amount in thousands]

[Key: ANG—Army National Guard; ARC—Army Reserve Corps; NR—Navy Reserve; MCR—Marine Corps Reserve; AFNG—Air Force National Guard; AFR—Air Force Reserve]

State/Location	Project	Amount
Maine:		
Lewiston	1-unit armory (joint construction with Army Reserve (ANG)	$245
Do	200-man center (joint construction with Army National Guard) (ARC).	646
Total		891
Maryland:		
Dundalk	Organizational maintenance shop (ANG)	94
Pikesville	7-unit armory (rehabilitate) (ANG)	300
Fort Meade	Aircraft maintenance hangar (ARC)	701
Total		1,095
Massachusetts:		
Ayer	Organizational maintenance shop (ANG)	177
Lowell	3-unit armory (ANG)	493
Medford	1-unit armory (ANG)	435
Fitchburg	200-man center with maintenance shop (ARC)	752
South Weymouth	Incinerator (NR)	259
Total		2,116
Michigan:		
Camp Grayling	Training facilities (Brigade HQ, officer and EM barracks and battalion supply buildings) (ANG).	600
Lansing	Combined support maintenance shop (ANG)	199
Lapeer	1 unit armory (ANG)	259
Pontiac	do	301
Livonia	Expand 750 man Center to 1,000 man (ARC)	798
Riverview	600 man center w/maintenance shop (ARC)	1,296
Total		3,453
Minnesota:		
Camp Ripley	Training facilities (unit housing buildings, battalion HQ, and alt. to latrines) (ANG).	600
Minneapolis/St. Paul	Organizational maintenance shop (ANG)	537
Fairmont	1 unit armory (ANG)	223
Minneapolis/St. Paul International Airport.	Base communications building (AFR)	305
Total		1,665
Mississippi:		
Camp Shelby	Training facilities (barracks, mess halls, battalion supply latrines and motor pool) (ANG).	600
Bruce	1 unit armory (ANG)	159
Greenville	Organizational maintenance shop (ANG)	63
Hernando	1 unit armory (ANG)	163
Jackson	300 man center with special training factory (ARC)	828
Tupelo	Expand 50 man center to 200 man center with maintenance shop (ARC).	373
Key Field	Flight simulation, photo laboratory and parachute shop (AFNG)	429
Total		2,615
Missouri:		
Camp Clark	Training facilities (aluminum hutments, messhalls, latrines, Co. HQ, BOQ, ANG).	200
Jefferson Barracks	Organizational maintenance shop (ANG)	121
Jefferson City	Armory addition (ANG)	148
Joplin	1 unit armory (ANG)	349
Springfield	Naval Reserve training building (NR)	607
Do	Marine Reserve Training building (Navy and Marine Training buildings to be constructed as joint facility) (NR).	498
Rosecrans apt	Propeller/A/C Eng. repair shop (AFNG)	380
Total		2,303
Montana:		
Helena	1 unit armory (ANG)	131
Do	Aviation support facilities (ANG)	320
Total		451

TENTATIVE RESERVE FORCES FACILITIES PROGRAM—FISCAL YEAR 1972 STATE LISTING—Continued

[Dollar amount in thousands]

[Key: ANG—Army National Guard; ARC—Army Reserve Corps; NR—Navy Reserve; MCR—Marine Corps Reserve; AFNG—Air Force National Guard; AFR—Air Force Reserve]

State/Location	Project	Amount
Nebraska:		
Falls City	1 unit Armory (ANG)	$195
Lincoln	Combined support maintenance shop parking area (ANG)	108
Total		303
Nevada:		
Carson City	Armory expansion (ANG)	193
Elko	Organizational maintenance shop (ANG)	69
Stead	Ammo storage facility (ANG)	58
Total		320
New Hampshire:		
Concord	Aviation support facility addition (ANG)	40
Do	400 man center with maintenance shop (ARC)	876
Laconia	do	654
Total		1,570
New Jersey:		
Mercer	Organizational maintenance shop (ANG)	114
Fort Dix	Training site equipment pool expansion (ANG)	157
Atlantic City	Squadron operational facility (AFNG)	470
Do	A/C Eng. inspection and repair facility (AFNG)	121
Total		862
New York:		
Camp Drum	Training facilities (telephone exchange, modernize and electrify range 24–14) (ANG)	450
Dunkirk	1 unit armory expansion (ANG)	273
Peekskill	Combined support maintenance shop addition (ANG)	267
Tonawanda	Motor shop storage (ANG)	45
Schenectady	Convert heating plant to oil (ARC)	33
Syracuse	Training building addition (NR)	470
Schenectady County Airport	Taxiway/runway rehabilitation (AFNG)	476
Total		2,014
North Carolina:		
Butner	1 unit armory (ANG)	232
Do	Organizational maintenance shop (ANG)	102
Youngville	1 unit armory (ANG)	168
Salisbury	Expand 50 man center to 150 man with maintenance shop (ARC)	339
Total		841
North Dakota:		
Dickinson	1 unit armory (ANG)	224
Bismarck	200 man center with maintenance shop (ARC)	619
Total		843
Ohio:		
Camp Perry	Training facilities (ANG)	178
Toledo Express Airport	Addition to A/C engine repair shop (ANG)	217
Total		395
Oklahoma:		
Oklahoma City	USPFO office (ANG)	151
Do	Organizational maintenance shop (ANG)	149
Chickasha	Expand 50 man center to 150 man (ARC)	297
Durant	do	297
Oklahoma City	Naval Reserve training center (NR)	997
Do	Marine Reserve training center (Navy and Marine Centers to be constructed as joint facility) (NR)	557
Total		2,448
Oregon:		
Albany	1 unit armory (ANG)	210
Eugene	do	283
Total		493

TENTATIVE RESERVE FORCES FACILITIES PROGRAM—FISCAL YEAR 1972 STATE LISTING—Continued

[Dollar amount in thousands]

[Key: ANG—Army National Guard; ARC—Army Reserve Corps; NR—Navy Reserve; MCR—Marine Corps Reserve; AFNG—Air Force National Guard; AFR—Air Force Reserve]

State/Location	Project	Amount
Pennsylvania:		
Annville	Organizational maintenance shop addition (ANG)	$50
Butler	Organizational maintenance shop (ANG)	94
Carbondale	Organizational maintenance shop and vehicle storage (ANG)	96
Connellsville	Organizational maintenance shop (ANG)	120
Johnstown	Addition organizational maintenance shop (ANG)	85
Johnstown Municipal Airport	Addition Organizational maintenance shop (ANG)	41
Lancaster	Improve Organizational maintenance shop (ANG)	62
Carlisle	200 man center with maintenance shop (ARC)	619
Center Square	1,000 man center with maintenance shop (ARC)	1,575
Total		2,742
Puerto Rico:		
Cabo Roja	1 unit armory (ANG)	289
Salinas	Training facilities (barracks, BOQ's, latrines, showers, and utilities) (ANG).	600
Total		889
South Carolina:		
Eastover	Aviation support facilities addition (ANG)	204
Sumter	1 unit armory (ANG)	222
Union	do	250
Charleston	200 man center with maintenance shop (ARC)	610
Spartanburg	Expand 150 man center to 250 man center with maintenance shop (ARC).	268
Charleston AFB	Operating training building (AFR)	455
Do	Special training building (AFR)	203
Total		2,212
South Dakota:		
Lemmon	Organizational maintenance shop (ANG)	87
Rapid City	Aviation support facilities (ANG)	167
Total		254
Tennessee:		
Cookeville	1 unit armory (ANG)	287
Nashville	USPFO and warehouse (ANG)	862
Total		1,149
Texas:		
Austin	Organizational maintenance shop (ANG)	69
San Antonio No. 1	5 unit plus armory (ANG)	525
Do	Organizational maintenance shop (ANG)	151
San Antonio No. 2	3 unit plus armory (ANG)	360
Do	Organizational maintenance shop	84
Austin	Modify 450 man center (ARC)	103
Galveston	Special structure for LARC maintenance (ARC)	277
Wichita Falls	Expand 50 man center to 150 with maintenance shop (ARC)	302
Ellington AFB	Navigation aids shop (AFR)	126
Do	Airmen dormitory (AFR)	446
Do	Airmen dining hall (AFR)	324
Do	Officer quarters (AFR)	436
Total		3,203
Utah:		
Camp Williams	Ammo storage facility (ANG)	45
Do	2 unit plus armory (ANG)	234
Do	Parachute building (ANG)	211
Total		490
Vermont: Burlington	100 man center with maintenance shop (ARC)	415
Virgin Islands: St. Croix	50 man center (ARC)	220
Virginia:		
Arlington	1,200 man center with maintenance shop (ARC)	1,953
Marion	200 man center with maintenance shop (ARC)	715
Total		2,668

TENTATIVE RESERVE FORCES FACILITIES PROGRAM—FISCAL YEAR 1972 STATE LISTING—Continued

[Dollar amount in thousands]

[Key; ANG—Army National Guard; ARC—Army Reserve Corps; NR—Navy Reserve; MCR—Marine Corps Reserve; AFNG—Air Force National Guard; AFR—Air Force Reserve]

State/Location	Project	Amount
West Virginia:		
Huntington	Convert storage building to 1 unit armory (ANG)	$67
Do	Organizational maintenance shop (ANG)	65
Martinsburg	1 unit armory (ANG)	220
Romney	100 man center with maintenance shop (ARC)	415
Total		767
Washington:		
Walla Walla	100 man center with maintenance shop (ARC)	412
Yakima	Combat vehicle shop (NR)	195
Spokane Airport	Additional A/C engine repair shop (AFNG)	152
Total		759
Wisconsin:		
Antigo	1 unit armory (ANG)	219
West Bend	Armory and aviation support facility addition (ANG)	152
Madison	400 man center with maintenance shop (ARC)	916
Do	Naval Reserve training building (NR)	743
Do	Marine Reserve training building (Navy and Marine training centers to be constructed jointly). (NR)	419
Total		2,449
Wyoming:		
Camp Guernsey	Training facilities (hutments and officer quarters) (ANG)	200
Thermopolis	1 unit armory (ANG)	92
Total		292
Various locations:		
Aircraft arresting barriers (AFNG)		910
Water pollution control (AFNG)		1,300
Total		2,210
Grand total		80,326

Senator SYMINGTON. Thank you.

Insofar as the Army National Guard is concerned, are there in hand sufficient State matching funds to cover the various States' portions of the National Guard construction you propose for the coming year?

General GREENLIEF. Yes, sir.

Senator SYMINGTON. We consider the summer training areas to be of considerable importance in maintaining your viable Reserve capability. Are these areas, such as Camp Clark in Missouri, Camp Shelby in Mississippi, and Camp Ripley in Minnesota, adequately provided for in this year's request?

Mr. HARRINGTON. Yes, sir; they are.

Senator SYMINGTON. Thank you.

In summary, you have substantially increased your request for Reserve facilities this year in view of the increased reliance being placed on Reserve capabilities if the Active Forces are reduced in strength, and you hope to liquidate your backlog of requirements within a 10-year period. Is this correct?

Mr. HARRINGTON. Yes; this is true. We have a phased 10-year program for this.

Senator SYMINGTON. My colleague, who is a member of this committee and with us this afternoon, Senator Tower, has introduced a bill now pending before this committee which would authorize the Secretary of the Army to convey to the State of Texas a 20-acre parcel of land, a part of the Fort Bliss Military Reservation, in exchange for a parcel of land containing 18.31 acres, which was also formerly a part of Fort Bliss, but was previously conveyed to the State for National Guard purposes. The land to be acquired by the State will also be used for National Guard purposes. The estimated value of the land to be acquired by the Army exceeds the value of the land to be acquired by the State and is more desirable from the standpoint of future development of Fort Bliss. The committee has received a favorable report from the Army indicating that the Department of Defense has no objection to the enactment of this proposal. I understand the State has authority for a new National Guard armory which they wish to site on this property.

Mr. HARRINGTON. Sir, we in the Department support this legislation.

Senator TOWER. Would you yield at that point?

Senator SYMINGTON. Yes, sir.

Senator TOWER. May I insert for the record at this point the letter from Secretary Resor stating the Department's position?

Senator SYMINGTON. Without objection.

(The document follows:)

DEPARTMENT OF THE ARMY,
Washington, D.C., May 7, 1971.

HON. JOHN C. STENNIS,
Chairman, Committee on Armed Services,
U.S. Senate, Washington, D.C.

DEAR MR. CHAIRMAN: Reference is made to your request to the Secretary of Defense for the views of the Department of Defense with respect to S. 477, 92nd Congress, a bill "To authorize the Secretary of the Army, or his designee, to convey to the State of Texas certain lands at the Fort Bliss Military Reservation in exchange for certain other lands." The Secretary of Defense has delegated to the Department of the Army the responsibility for expressing the views of the Department of Defense on this bill.

The purpose of the bill is to authorize the Secretary of the Army, or his designee, to convey to the State of Texas, subject to such terms and conditions the grantor deems necessary in the public interest, a certain 20-acre parcel of land, more or less, within the Castner Range area of the Fort Bliss Military Reservation, Texas, in exchange for a parcel of land containing 18.3106 acres, more or less, which was part of a larger area previously conveyed by the United States to the State for National Guard and other military use.

The Department of the Army, on behalf of the Department of Defense, interposes no objection to this bill.

Pursuant to the Act of August 30, 1954, Chapter 1081 (68 Stat. 974), the Secretary of the Army on Nov. 4, 1954, executed a deed conveying to the State of Texas 24.25 acres of land comprising a portion of Fort Bliss, to be used primarily for National Guard training and other military purposes. As required by the authorizing Act, the deed reserved to the United States all mineral rights and, for the benefit of Fort Bliss, access and utility line rights-of-way; provided the right of re-entry and use of the property by the United States when necessary in the interest of national defense in the event of a state of war or other national emergency declared by the Congress or the President; and further provided for a reverter of title to the United States if the property ceased to be used for the purpose intended. This parcel of land currently is used by the Texas National Guard as a motor maintenance facility for the El Paso area.

In 1968, the Department of the Army was advised that the city of El Paso, Texas, required a portion of the above described land, said to contain 5.975 acres, more or less, for the construction of the El Paso North-South Freeway. The proposed road construction, which is federally supported, is routed from the Mexican Border, crossing Fort Bliss and the State-owned National Guard facility, and extending north to the city limits of El Paso. In order that the State-owned area could be conveyed to the City for this highway purpose without causing the property to revert to the United States, the Act of February 28, 1970, Public Law 91-202 (84 Stat. 20) authorized the Secretary of the Army to release or modify the above-described reservations and conditions over a portion of the 24.25-acre tract conveyed to the State of Texas by the deed of November 4, 1954. Although the Act specifically described a 5.975-acre parcel of land as the area affected, the Act further provided that the area described therein could be modified, as agreed upon by the Secretary or the State and City, consistent with any change in the right-of-way alignment for the freeway, provided the total area did not exceed six acres.

The Act also provided that the release of restrictions and the conveyance authorized thereby should be on condition that:

a. if the property ceases to be used for highway purposes, it shall revert to the United States;

b. the structures and improvements presently located on, or adversely affected by, the property to be conveyed, shall be replaced in kind and constructed, at the expense of the city of El Paso, on the adjacent remaining lands of the State of Texas;

c. the relocated replacement structures and facilities shall be subject to the same restrictions, use limitations and reversionary rights of the United States as set forth in the deed of November 4, 1954, to the State of Texas; and

d. the Secretary of the Army may impose such additional terms and conditions on the release as he deems appropriate to protect the interests of the United States.

The execution of a deed of release to the State of Texas pursuant to this Act has been held in abeyance pending a determination of the alignment of the freeway and other negotiations between the State and the City.

The Texas National Guard Armory Board, which administers the properties of the Texas National Guard, has advised the Department of the Army that the taking of a portion of the 24.25-acre tract for a freeway right-of-way will make it impossible for the National Guard to function efficiently on the remaining portion of the facility, due to the lack of access to the freeway or other arterial streets. For this reason the Texas National Guard Armory Board has proposed an exchange of the portion of its present facility which will remain after the conveyance of six acres or less to the city of El Paso for a 20-acre parcel of Fort Bliss located in the Castner Range area. The State considers that the Castner Range site will be a suitable replacement area and will provide a desirable site for the construction of an approved new Armory.

The 20-acre parcel which the State of Texas desires to acquire is an unimproved tract, lying in the southeast portion of the Castner Range area of Fort Bliss, formerly used as a small arms range, but inactive in recent years. The land which the Department of the Army would acquire, described in the bill as containing 18.3106 acres, is contiguous to the main post of Fort Bliss, bounded on the north by a Capehart housing area. This site is considered a more desirable location than the Castner Range parcel for future development of Fort Bliss. The estimated value of the land to be acquired by the Army exceeds that of the land to be acquired by the State.

S. 477, which would authorize the proposed exchange of lands, permits the legal descriptions of the lands involved to be modified, consistent with any necessary changes which may be disclosed as a result of an accurate survey. It does not change, however, the requirement that the area to be conveyed by the State to the city of El Paso shall not exceed six acres. The bill would amend the above-mentioned Act of February 28, 1970 only to the extent of providing that the city of El Paso shall construct replacement facilities on the new area to be acquired by the State rather than on the site which the State is releasing under the exchange. The bill also requires that the conveyance from the United States to the State of Texas, as part of the proposed exchange, shall be subject to the same reservations and conditions contained in the deed of November 4,

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1954 and shall add a covenant that the State will assume responsibility for clearance of ammunition from the area.

Because the exchange of properties would have no adverse effect on the mission of Fort Bliss, and the Department of the Army will receive property at least equal in value and suitability for Army missions to that it will convey, there is no objection to the bill as written. Enactment of this bill will not entail any expenditure by the Government for replacement or relocation of existing facilities. Accordingly, the Department of the Army on behalf of the Department of Defense interposes no objection to the bill.

In the interest of accuracy, it is pointed out that the word "desired" appearing in line 6, page 3, of the bill should be changed to "described."

Enactment of this legislation will have no apparent effect on the budgetary requirements of the Department of the Army.

This report has been coordinated within the Department of Defense in accordance with procedures prescribed by the Secretary of Defense.

The Office of Management and Budget advises that, from the standpoint of the Administration's program, there is no objection to the presentation of this report to the Committee.

Sincerely,

STANLEY R. RESOR,
Secretary of the Army.

Senator THURMOND. Mr. Harrington, have all of the Reserve services now fully developed the 10-year construction programs called for by DOD?

Mr. HARRINGTON. Yes, sir, they have. We have that submission, Senator Thurmond, and we have reviewed it.

Senator THURMOND. Mr. Harrington, you cite an overall Reserve and Guard construction backlog of $1.1 billion. In your statement you described this figure as "construction requirements." If this money is funded over the next 9 years will Reserve and Guard units then have the necessary facilities to achieve a high state of readiness?

Mr. HARRINGTON. We feel it will essentially provide all of their absolutely necessary operational facilities to meet their combat readiness, yes, sir.

Senator THURMOND. Does the $1.1 billion figure take into account expected inflation in the next 10 years or is it based on fiscal year 1972 costs?

Mr. HARRINGTON. Senator Thurmond, these were based on fiscal year 1972 costs and they do not project any inflation which might occur.

Senator THURMOND. Mr. Harrington, in your statement you say $5.3 million will be needed for eight centers for Navy and Marine reservists and $4.7 million for aviation facility warehousing. Is that correct?

Mr. HARRINGTON. Yes, sir.

NAVAL AIR RESERVE STATIONS CLOSED

Senator THURMOND. Are these facilities necessary because of the Navy closure of five Naval Air Reserve stations in the past 2 years?

Mr. HARRINGTON. Some of the Navy Reserve facilities are occasioned by the necessity to relocate from Los Alamitos.

Senator THURMOND. How much?

Mr. HARRINGTON. I would like to furnish that for the record, if I may. I don't have the particular figure at hand, sir.

Perhaps, Admiral Zimmermann may be able to give a more definite figure on that.

Admiral ZIMMERMANN. I don't have it with me broken out like that, Senator. The military construction money relates to new siting of

Naval Reserve air activities occasioned by their transfer from Los Alamitos. The Reserve dollar is for the Reserve portion of the new combined operation, and unless Captain Kamm can correct me, I don't believe there are any new total facilities involved. It is add-on and runways and parking aprons at the present sites. Am I right?

Captain KAMM. I have data here as to the aviation warehousing. There is $292,000 at Point Mugu which is a new Reserve facility to be constructed as a result of the relocation of the Naval Air Reserve.

In addition to that there is $3.915 million of hangar and apron to be constructed at the Naval Air Station, Miramar, likewise, as a result of relocation from the closure and relocation of NAS Los Alamitos.

PRIORITIES

Senator THURMOND. What priority does barracks improvements receive in the military construction budget as compared with unit operational facilities? In other words, is construction priority going to projects designed to hold manpower as opposed to needed operational facilities?

Mr. HARRINGTON. Senator, the determination of priorities for the Reserve facilities program are essentially those decided on by the Service Secretary and his staff. Within the Department of Defense we do not try to impose on the services any preset conditions as to what particular type or category of facilities will receive priority in a given program. We expect the services to submit to us a balanced program and one which primarily is oriented toward achieving their operational readiness capability at the earliest practicable date.

To that extent it might be possible that some housing projects, if they were more or less housing improvements, would take a secondary importance in establishing priority.

Senator THURMOND. General Peers, I have a few questions for you.

General Peers, what coordination is being done among the Reserve units wishing to locate at Los Alamitos?

General PEERS. There is a great deal that has been going on recently Mr. Senator. The California National Guard, for example, are interested in obtaining hangar space at Los Alamitos. Also the Reserve aviation unit in the Los Angeles area is interested in obtaining space there for the housing of their unit.

Recently the State of California submitted a requirement to the local naval installation stating their requirement. This was forwarded to the Department of the Navy. I think the date was the 10th of March. Of a more recent date, on the seventh of June, the Chief of Engineers submitted a requirement to the Department of the Navy with a copy to the Department of Defense outlining both the National Guard and the U.S. Army Reserve requirement for operational space for their aviation units at Los Alamitos.

This is now being cleared through Department of the Army I. & L. for forwarding to the Department of Defense.

Senator THURMOND. Why does the Army Reserve need this air facility?

General PEERS. There is a new unit being activated in Los Angeles and they will require that type of facility.

Senator THURMOND. Would Los Alamitos be suitable for them and save the Government from buying and building a location for them?

General PEERS. Very definitely. I am quite sure the unit that is to be organized in Los Angeles will be a CH–47 or Chinook Company of the 63 RO Army Command under General Kaufman. I have talked to General Kaufman about this matter and he has definitely indicated a need as has General Turnage of the California National Guard.

I might say the Guard are in rather dire straits for operating space in the Los Angeles area. Currently this unit is located at the Long Beach Municipal Airport and they are crowded in by a lot of motion picture airplanes, with very poor security, very limited space, and it is simply not adequate to meet their requirements.

Senator THURMOND. You feel Los Alamitos will be adequate to serve their needs?

General PEERS. Yes, sir.

Senator THURMOND. Did you see the letter written by the mayor of Los Angeles, Mayor Sam Yorty, to the Secretary of the Navy on this subject?

General PEERS. No, sir; I have not.

Senator THURMOND. I am going to read this into the record at this point since he just sent me a copy of it. I had not been in touch with Mayor Yorty, but he wrote the Secretary of the Navy and sent me a copy of the letter which reads this way, if there is no objection.

Senator SYMINGTON. No objection.

Senator THURMOND. Dated June 1, 1971, to Hon. John H. Chafee, Secretary of the Navy, Pentagon, Washington, D.C.

MY DEAR MR. SECRETARY: On behalf of the citizens of Los Angeles, I want to express my strong disagreement with the Navy decision to close the Naval Air Station at Los Alamitos, California.

The Naval and Marine Air Reserve forces who are such a vital part of our defense forces, have long enjoyed the loyal support of the citizens of Los Angeles City and County. Indeed, the majority of the reservists who serve there are dedicated Americans from the Greater Los Angeles area. This decision to close the most active Naval Air Reserve Station in the United States is one more example of the short-sighted planning that is going on in relation to our armed forces. It is unforgivable to create this amount of confusion and disruption in our reserve forces at the same time the active forces are being harassed and cut back to a degree that I consider to be unacceptable.

Since so many of these reservists are from Los Angeles, I had asked my staff to keep me apprised of developments in this area. Based on their reports I can only conclude that the decision to close this fine air station was made prematurely without appropriate consideration of the reservists as a member of the civilian community, and with an effect on the reserve programs in this area that can only be called a disaster.

I must certainly agree with Senator Strom Thurmond in his speech before the Senate on January 2, 1971, that this is false economy based on extremely poor planning by the Navy Department and the decision should be reversed before further damage is done. It makes no sense to me to close the largest Naval Air Reserve Station in the United States in a population center of nearly ten million people and lose money in the process. I am firmly convinced that this is the situation with the Naval Air Station at Los Alamitos.

I am certainly pleased that Senator Thurmond's efforts have resulted in a freeze on this base closing. I would appreciate your reconsideration of this decision. Very truly yours, Sam Yorty.

Copy of this was sent to Hon. Richard M. Nixon, President of the United States; Hon. Melvin L. Laird, Secretary of the Defense; Hon. John Stennis, Hon. Strom Thurmond, Hon. F. E. Hébert, Representative in Congress.

I didn't know whether you had seen a copy of this or not.

General PEERS. No, sir; I had not.

Senator THURMOND. That is the opinion of Mr. Yorty, the mayor of Los Angeles.

Talking with Admiral Zumwalt day before yesterday, he assured me that Los Alamitos would not be closed if the Army and Air Force Reserve units wished to use it and, as I understand from you now, they do wish to use it; is that correct?

General PEERS. Very definitely, both the Army National Guard and the Army Reserve Aviation units desire to use it.

Senator THURMOND. Since they do wish to use it then under the statement that was given to me in person by Admiral Zumwalt in my office day before yesterday, I presume the station then will not close.

RESERVE COMPONENTS READINESS

General Peers, in your statement you said the overall preparedness of Reserve components is probably the highest ever achieved in peacetime. On what do you base this statement?

Would you give some additional factors for the record?

General PEERS. Yes, sir.

During the Vietnam war, as you know, it was necessary to withdraw equipment from the Reserve components of the Army and also some of the equipment that was purchased for the Reserve components which was diverted to South Vietnam and that was very necessary. Since that time, however, we have provided a large quantity of equipment to the Reserve components.

In fiscal year 1970 we provided $300 million worth of equipment. Most of this was firstline equipment and much of it came directly from the production line.

This year we anticipated at the start of the year to provide $425 million worth of equipment, about $255 million in ground equipment and $170 million in aviation equipment.

By the end of the third quarter we had already issued and had in the hands of the units $417 million worth of equipment; we had another $192 million worth of equipment in depots which was waiting shipment to the Reserve component units, and in the month of April we allocated another $108 million worth of equipment to the Reserve component units.

All totaled thus far we have either issued or allocated $717 million worth of equipment to the Reserves. So we may well double in issues and allocations what we estimated that the Reserves would receive in this fiscal year.

Equipment has a major bearing upon the readiness of our Reserve component units. We have established the standards to attain company level readiness for our Reserve units.

Last year at the end of annual training 24 percent had achieved company level readiness, taking annual training tests at company level.

At the end of this year we anticipate that approximately 75 percent of all of our company-sized combat units will have satisfactorily completed annual training tests and, of course, directly associated with this statement is the fact that these new armories, Reserve training centers and also the acts being taken to procure local training areas

has had a great impact upon improving the readiness of the Reserve components.

Senator THURMOND. General Peers, you have a strong statement and a good report. What do you see as the major problems for our Reserve components in the way of military construction and installation needs in the years ahead?

General PEERS. The program which the Department of Defense approved for us last year, which is referred to as the 10-year Reserve component facilities improvement program, should take care of, within that time frame, the Reserve training centers and the National Guard armories as well as maintaining and improving the training sites such as Camp Shelby in Mississippi, Ripley in Minnesota, Grayling in Michigan, Camp Roberts in California and so on.

The one problem, to answer specifically your question, we have at the present time and which we are working on as it is a major project for us, is to improve local training facilities. If we have, for example, a battalion in any city, we would like to be able to acquire a maneuver training area within a reasonably short driving distance, maybe an hour or hour and a half from their home station so they would be able to go there on weekends and be able to train practically all day Saturday and all day Sunday and return in a reasonable period of time.

If we do not have these facilities, some units are required to travel 4 to 5 hours to go to a training area, and 4 to 5 hours to return. As a consequence they don't have much training time.

At the present time we are reviewing 402 battalion-size units to determine their training requirements. We have completed our analysis of these units and have forwarded suggestions to the National Guard Bureau and to the Chief, Army Reserves, for correcting current training area deficiencies. Thus far we have had quite a bit of success through this effort in obtaining additional local training area and we think it is going to take a lot of hard work on the part of the National Guard Bureau and State adjutant generals and also the ARCOMs and Armies to acquire these areas, but we feel this program will pay high dividends in this regard.

Senator THURMOND. Thank you.

COLLOCATION EFFORT

What are Army Reserve units doing in the way of collocation?

General PEERS. There is a great deal of effort going on in this matter. We are trying to collocate units to the maximum extent.

I think that perhaps General Roberts, the new Chief of Army Reserves, and General Greenlief would be better prepared to answer that question specifically, Mr. Chairman.

General ROBERTS. Yes, sir, Senator Thurmond, we are making every effort to use joint facilities with other Reserve components including Army Guard and Air Force Reserves, Navy or Marine Reserves.

At the present time we have four such projects underway. Just yesterday we approved award of a new joint center with the Army National Guard at Decatur, Ala., and where feasible we are planning to construct facilities jointly.

Senator THURMOND. I have a few other questions for you.

General Roberts, what part of the Army Reserve fiscal year 1972 construction request is going to build or improve facilities to support the Army's expanded Reserve flying program?

General ROBERTS. Sir, we have one item for aviation in the fiscal 1972 construction budget.

Senator THURMOND. I will tell you what you might do there. Would you care to put that in the record?

General ROBERTS. Yes; we can submit that for the record.

(The information follows:)

Unit	Facilities required	Proposed source of acquisition	Target year funds required to procure
ALABAMA			
87th MAC; 348th Engr Gp	Hangar; ramp space; office/admin space	Share facilities with National Guard-Birmingham Municipal Airport.	None required.
926th Engr Gp	do	Government-owned (Air Force) Maxwell AFB	Do.
376th Tran Co	Ramp space	Leased at Dothan, Ala	Fiscal year 1972 (program 5).
ARKANSAS			
489th Engr Bn	do	Government-owned (Air Force) Little Rock AFB	None required.
CALIFORNIA			
91st Div Tng; 820th Engr Bn	Hangar; ramp space	Government-owned Fort Baker, Calif. (pending move to Hamilton AFB).	Do.
336th Aslt Hel Co	Hangar; ramp space; office/admin space	Government-owned (Navy); proposed move to Los Alamitos NAS.	Fiscal year 1971 and prior (MCAR).
CONNECTICUT			
76th Div	Hangar; ramp space; admin/office space	Lease at Brainard Field; Hartford, Conn	Fiscal year 1972 (program 5).
FLORIDA			
347th Med Det (Hel Amb); 841st Eng Bn	do	Government owned (Navy) Richmond NAS	None required.
143d Trans Bde; 348th Med Det	do	Government owned (Air Force) McCoy AFB, Orlando, Fla.	Do.
GEORGIA			
145th Med Det (Hel Amb)	do	Lease at Fulton County Airport, Atlanta. (May move to Dobbins AFB.)	Fiscal year 1972 (program 5).
ILLINOIS			
85th Div (Tng); 434th Arty Gp; 12th SF Gp	do	Lease at Midway Airport, Chicago	Do.
219th Tran Co; 285th Aslt Hel Co	do	Lease at Bi-State Airport, Cahokia, Ill. (May move to Granite City Depot.)	Do.
INDIANA			
972d Engr Bn	do	Cross service agreement; Indiana NG at Stout Field, Ind.	None required.
IOWA			
88th USARCOM; 372d Engr Gp; 495th Engr Bn	do	Lease at airport, Burlington, Iowa	Fiscal year 1972 (program 5).
KANSAS			
89th Div Tng	do	Lease at Municipal Airport, Wichita	Do.
190th Aslt Spt Hel Co	do	Government owned (Navy) Olathe NAS	Fiscal year 1971 and prior (MCAR).

KENTUCKY			
100th Div	Ramp space; admin/office space	Expand existing lease at Bowman Field, Louisville, Ky	Fiscal year 1972 (program 5).
LOUISIANA			
245th Engr Bn	Hangar; ramp space; admin/office space	Lease at Ryan Field, Baton Rouge	Do.
MARYLAND			
195th Asit Support Hel Co	do	New construction at Fort Meade, Md	Fiscal year 1972 (MCAR).
310th FASCOM	Ramp space	Government owned (Army) Tipton AAF; Fort Meade, Md.	None required.
MASSACHUSETTS			
187th Inf Bde	Hangar; ramp space; admin/office space	Lease at Beverly Municipal Airport	Fiscal year 1972 (program 5).
483d Engr Bn	Ramp space; admin/office space	Government owned (Air Force) Otis AFB	None required.
MICHIGAN			
70th Div (Tng)	Hangar; ramp space; office/admin space	Cross service agreement with NG at Selfridge AFB	Do.
MINNESOTA			
385th Engr Gp; 205th nf Bde	Ramp space	Lease at downtown airport, St. Paul, Minn	Fiscal year 1972 (program 5).
MISSISSIPPI			
845th Sig Bn	do	Government owned (AF) Keesler AFB, Biloxi	None required.
NEW JERSEY			
9th Signal Bn; 185th Trans Co; 11th Special Forces; 24th M1 Bn; 78th Div.	Hangar; ramp; operational facilities	Lease at Teterboro Airport	Fiscal year 1972 (program 5).
NEW YORK			
464th Eng Bn	Hangar; ramp space; admin/office space	Lease at Albany County Airport	Do.
98th Div	Ramp space; admin/office space	Lease at Rochester, N.Y	Do.
479th Engr Bn	Hangar; ramp space	Government owned (Camp Drum)	None required.
NORTH CAROLINA			
108th Div (Tng); 391st Engr Bn	Hangar; ramp space; admin/office space	License space from National Guard Charlotte Mun Airport.	Do.
OHIO			
478th Engr Bn; 364th Engr Gp	Ramp space; admin/office space	Lease at Columbus, Ohio	Fiscal year 1972 (program 5).
OKLAHOMA			
95th Div (Tng); 356th Tran Co; 353 Engr Gp	Hangar; ramp space; admin/office space	Lease at Westhiemer Airport, Norman	Do.

Unit	Facilities required	Proposed source of acquisition	Target year funds required to procure
PENNSYLVANIA			
164th Avn Bn; 479th Arty Gp	do	Lease at Alleghanny Co. Airport, Pittsburgh, Pa	Do.
458th Eng Bn	Ramp space; admin/office space	Lease at Johnston, Pa	Do.
157th Inf Bde; 330th Engr Bn; 302d Avn Co	do	Government owned (Navy) Warminister NAS, Pa	None required.
357th Tran Co; 315th Engr Gp	Hangar; ramp space	Lease at Olmstead State Airport	Fiscal year 1972 (program 5).
TEXAS			
493d Engr Gp; 244th Trans Co; 300th Avn Co	Hangar; ramp space; admin/office space	Lease at Oak Grove Airport, Fort Worth	Do.
75th MAC	Ramp space	Lease at Hobbey Airport, Houston	Do.
UTAH			
709th Tran Co; 321st Engr Bn	Hangar	Lease at Salt Lake City Airport	Do.
VIRGINIA			
80th Div (Tng)	Hangar; ramp space	Cross service agreement with NG, Byrd Field, Richmond, Va.	None required.
WASHINGTON			
92d Aslt Spt Hel Co	Hangar; ramp space; office/admin space	Government owned (Navy) NAS Seattle	Fiscal year 1971 and prior (MCAR) (Alterations).
104th Div (Tng)	Hangar; ramp space	Lease at Pearson Airport, Vancouver	Fiscal year 1972 (program 5).
WISCONSIN			
397th Egr Bn	Hangar; ramp space; admin/office space	Lease at Eau Claire City Airport	Do.
84th Div (Tng)	Ramp space; admin/office space	Lease at city airport Milwaukee	Do.

FLYING PROGRAM

Senator THURMOND. I think that would save time. General Roberts, what do you envision will be ultimately needed in the way of facilities to support this enlarged program?

General ROBERTS. For the total program?

Senator THURMOND. Yes.

General ROBERTS. Over 10 years.

Senator THURMOND. Flying program.

General ROBERTS. Flying program. We have in the fiscal 1972 program a hangar at Fort Meade for one of our companies. We are presently seeking to obtain facilities at the former naval air station at Sand Point, also in Kansas, and, of course, we have one in the Los Angeles area which we were discussing.

I can't submit to you at the moment the number of dollars involved but we are extremely concerned with getting the finest facility we can for our new aviation program and we have this evolving in our construction project over the next several years.

Senator THURMOND. Do you agree with General Peers that the Army Reserve needs and could well use Los Alamitos?

General ROBERTS. Yes, sir; we certainly do. We have found that the number of qualified Army Reserve aviators in the Los Angeles area is tremendous. We had a waiting list the other day of 85 more such aviators that we can presently accommodate so there is a great source of manpower there and, of course, the facility is excellent, we could use it very quickly.

Senator THURMOND. General Roberts, is the Army trying to obtain facilities being surrendered by other services? Do you know of any besides Los Alamitos they are trying to obtain?

General ROBERTS. Yes, sir. As I mentioned, Sand Point. This has been a naval station and we are hoping to use that in the Seattle area of Puget Sound for one of our Chinook companies and we also have in mind an area in Salem, Mass., Winter Island, which has been a Coast Guard facility.

There are probably several others I can't mention.

Senator THURMOND. Have you taken steps to acquire them?

General ROBERTS. Yes, sir; we are taking steps now.

Senator THURMOND. What about Olathe?

General ROBERTS. We are moving on that one and expect to have it completed shortly.

Senator THURMOND. General Roberts, what is being considered in the way of collocation with regular Army flying units?

General ROBERTS. We will be collocated at Fort Meade with the First Army aviation people in that our hangar will be at one end of the field there and, therefore, will be a close relationship at that site.

At the others, Sand Point, of course, it would be no regular Army there nor would there be at Los Alamitos, but in general our ties would be more with Reserve components except at Fort Meade.

Senator THURMOND. General Roberts, why were 10 percent of the funds appropriated in fiscal year 1971 not used?

General ROBERTS. Ten percent?

Senator THURMOND. Ten percent.

General ROBERTS. Yes, sir. We were somewhat delayed in getting the final word on the money which we could use in fiscal year 1971 but we have proceeded with as much speed as possible and we do fully expect to have under contract or under authorization 85 to 90 percent of our total money by the end of this month and almost daily these contracts are now coming in. The remaining 10 percent is planned for award in the first and second quarters of fiscal year 1972.

Senator THURMOND. General Roberts, I note from Secretary Harrington's statement the Army Reserve has the highest cost figure—$307 million—to meet the backlog of construction requirements. Why is the Army behind and do you feel the Army is moving fast enough to correct their deficiencies?

General ROBERTS. The Army is behind because in the last 10 years there has been a very modest or nonexisting program, largely due to the reasons cited by General Peers. However, at the present time we have 290 facilities out of our 1,019 which are considered to be inadequate. Some of them are terribly inadequate, I must say, and over the next 10 years we will move to correct this. It is programed out and I am convinced that if we are successful in obtaining the training facilities as a part from the armory or center facilities we will be in excellent shape under the present plan.

Senator THURMOND. Thank you, General.

General Greenlief.

General GREENLIEF. Yes, sir.

Senator THURMOND. I have a few questions I would like to propound to you.

General GREENLIEF. Yes, sir.

EQUIPMENT STORAGE

Senator THURMOND. General Greenlief, on page 1 of your statement you indicate the Guard wants to spend money to construct facilities to store and maintain an increased volume of equipment, vehicles, and aircraft. Will all the supplies be operational or is the Guard just storing them?

General GREENLIEF. No, sir; the equipment authorized to the Guard is based on first the training requirements, then our ability to utilize, maintain, and store it. We will be able to utilize, maintain, and store all of the equipment currently forecasted to us. There is, however, an additional amount of equipment required for our mobilization requirement to deploy in combat. It is not planned to provide us equipment if it does in fact exceed our ability to utilize, maintain, and store.

Senator THURMOND. General, could some of these items be stored at nearby military installations without affecting the readiness of the Guard units?

General GREENLIEF. Sir, where that is possible we do do that. For example, we pool equipment for field training, we call these ATEPs, annual training equipment pool. Many of these are located at Active Army sites, others are located at Army National Guard field training sites where they are used by the maximum number of units for field training; thus we run more units through fewer sets of equipment and therefore use it more efficiently.

The amount of equipment authorized to a unit at its home station or its weekend training site is dependent upon their ability to utilize that equipment for training.

ARMORY FACILITIES

Senator THURMOND. General Greenlief, you mentioned in your statement "serious deficiencies in all types of armory and nonarmory facilities." Why does this situation exist and what percent of your 10-year construction budget will be needed to correct it?

General GREENLIEF. It exists because the program levels that we have been authorized in the past have been inadequate to meet the total requirement. We have a total requirement on the order of $300 million not including cost growth which may occur. The 10-year program level should complete that requirement.

Senator THURMOND. General Greenlief, do you visualize any problem with the States being able to provide the required 25 percent of matching funds to correct these armory deficiencies?

General GREENLIEF. No, sir; I do not. This year in fiscal 1971, our obligation target is $14.4 million. Even though we only have half a year to execute the program, I anticipate obligating something over $15 million; and that is, in my mind, demonstration that the State can and will produce the funds to support their part of the program.

LOS ALAMITOS USE

Senator THURMOND. General Greenlief, does the National Guard have a use for Los Alamitos as was expressed here a few minutes ago by General Peers?

General GREENLIEF. Yes, sir. General Peers addressed our aviation facility at Long Beach. The facility is badly overcrowded.

The California Army National Guard has their aviation units with pilots. As a matter of fact, we have more pilots on board now than will be authorized under a forthcoming organization conversion. They have the pilots and we have the maintenance capability there to maintain the aircraft. We do lack adequate maintenance, maintenance storage and ramp space for the aircraft. There is also a security problem which General Peers addressed.

Senator THURMOND. Do you feel that Los Alamitos then would be of great benefit to the National Guard in its use in training?

General GREENLIEF. Unless we are able to participate in that facility we will have to build a facility.

Senator THURMOND. So this would save the Government the money of building a facility if Los Alamitos can be used?

General GREENLIEF. I am not, of course, able to address the question of what it would cost to operate Los Alamitos. It is very definite that it will be an increase in the Army National Guard appropriation unless we can utilize that facility.

Senator THURMOND. Thank you.

General GREENLIEF. Yes, sir.

Senator THURMOND. General Campbell, has the Air Force Reserve requested use of the flying facilities being given up to the Navy at Los Alamitos?

General CAMPBELL. We were queried as to our possible use of that, sir, but we said we would not need that at the present time.

Senator THURMOND. General Campbell, to what extent do you feel the Air Force Reserve program will expand as we go down in Vietnam?

General CAMPBELL. We are expanding at the present time. We are making an ad of a unit this particular year going to 52. I feel we will increase in units as the fiscal guidance develops.

Senator THURMOND. Would you like to elaborate a little more for the record on that?

General CAMPBELL. I would much prefer, sir, to respond——

Senator THURMOND. I would like to have a more complete answer on that.

General CAMPBELL. I would like to insert a more complete answer into the record at a later date.

Senator THURMOND. Mr. Chairman, if there is no objection I would ask unanimous consent to be allowed to do that.

Senator SYMINGTON. Without objection.

(The information follows:)

Within the guidelines of the Total Force Concept, we expect expansion in the Air Force Reserve program. For example, after the phasedown of the active force after the Korean War in the early Fifties, we had approximately 100 flying units in the Air Force Reserve. We lost some of these units later due to economy moves and lost others and their equipment to the active force in the buildup for the present conflict. Naturally, we expect to regain those units and replacement equipment now that we are facing further defense cuts and more reliance on Reserve Forces. We are developing plans to show how we can contribute more to the Total Force needs by supporting the active force with approximately 75 flying units over the next five year period and with approximately 100 flying units over the next 10 years. These plans have affected our total backlog of facilities requirement. For example, the Air Force Reserve has had a new mission added for FY 1972, which necessitated the activation of a new unit, since the submission of the President's budget. We have identified an additional requirement for this unit and would support a $1.635 million add-on to the FY 1972 authorization request as the first increment towards meeting this new mission requirement. I would expect to add a reasonable increment of facilities for this unit to our FY 73 and FY 74 authorization requests as the unit moves toward full manning and operational readiness. I estimate our total requirement to be $4.0 million, but we will phase this construction with the growth of the unit.

EXPANSION ALLOWANCE

Senator THURMOND. General Campbell, does your 10-year construction plan allow for expansion?

General CAMPBELL. Yes sir, insofar as the currently approved program is concerned and without provisions for escalation. However, in anticipation of mission changes in the immediate future allowing for some price escalation and assuming full responsibility for support operations at Air Force bases for which we are host, we have developed, recently, a new total construction backlog of approximately $75 million. This new backlog will be reviewed by the Air Staff in the near future and will be the basis for formulation of a new 10-year program for the Air Force Reserve.

COST ITEMS

Senator THURMOND. General Campbell, what would you foresee as the largest cost items in any Air Force Reserve program expansion in the way of facilities or installations?

General CAMPBELL. At the present time, sir, we do have an ad that came up after our submittal and that would be at Eglin for a total of $4 million. That is the larger one we have on record at this particular time.

Senator THURMOND. Thank you.

LOS ALAMITOS OPERATION

General Peers, now, Admiral Zumwalt told me, as I have stated here a few moments ago, that Los Alamitos will be retained if the Army and Air Force Reserve units need it and wish to use it.

Now, does the Army have funds to operate the field or just what would be the situation?

General PEERS. We wouldn't anticipate operating the entire installation, Mr. Senator. We expect to run the facilities which we took over rather than to run the entire naval air station. That is our request.

Senator THURMOND. In other words, you would take care of the facilities that you used?

General PEERS. Yes, sir: we are prepared to do that.

Senator THURMOND. And, General Greenlief, would the National Guard take care of the facility it used?

General PEERS. Yes, sir; I would divert the funds we used for the operational support of our facility at Long Beach to that facility. What the exact tradeoff would be I don't know but I would suppose the money we are now spending would very probably support our share of that operation.

Senator THURMOND. General Roberts.

General ROBERTS. Yes, sir; we are prepared to support the aviation company which we hope to locate there. It is a helicopter unit that does not require the extensive space that a fixed wing operation would and we are prepared to fund that.

Senator THURMOND. General Campbell, if the Air Force Reserve units should use that field are you prepared to take care of the expenses that would be incurred because of that?

General CAMPBELL. If we had to use that base, sir, we would take care of our fair proportion of the expenses.

Senator THURMOND. Thank you.

NAVY RESERVE UNITS RELOCATION

Admiral Zimmermann, in your statement you mention two fiscal year 1972 Navy construction requests are concerned with the relocation of Navy Reserve units to Regular Navy bases. How much money is the Navy requesting for this purpose in the current budget, and how much will the Navy request in future years to meet this requirement?

Admiral ZIMMERMANN. As Captain Kamm said a moment ago, there is a warehouse at Point Mugu for $292,000 and a Miramar aircraft hangar and apron for $3.9 million approximately. The other part of your question was how much is intended to go in on these newly used combined sites in the future years?

Senator THURMOND. Yes.

Admiral ZIMMERMANN. Captain Kamm, did you bring any backup data relative to the outyear projections in that area?

Captain KAMM. Yes, sir. Senator, does your question refer to the Los Alamitos relocation?

Senator THURMOND. Yes.

Admiral ZIMMERMANN. Are you speaking about future years budgeting for new sites as a result of the Los Alamitos——

Senator THURMOND. As a result of moving from Los Alamitos to these other places, how much is it going to cost now, how much is it going to cost in future years?

Captain KAMM. Yes, sir. Future requirements which have been tentatively identified to date for future years in addition to the fiscal year 1972 appropriations. At North Island, there is a hangar alteration, $50,000; at Miramar, a training building, $686,000, also at Miramar, a warehouse, $211,000. The following items are presently under review by OSD to determine if the facility can be provided by active forces or whether by Reserves. These items are as follows: At Point Mugu, a BOQ, $952,000; at Miramar, enlisted barracks, $2,706,000; and at Miramar a BOQ addition, $1,135,000.

Senator THURMOND. What do your figures aggregate now?

What are your figures now?

Captain KAMM. The fiscal year 1972 construction was identified by Admiral Zimmermann $1.537 million at Miramar, for parking apron, a maintenance hangar at Miramar, $2.378 million, and at Point Mugu, $292,000 for the warehouse.

Senator THURMOND. Admiral Zimmermann if this move did not take place for any reason could this money be saved?

Admiral ZIMMERMANN. The transfer of the Navy's flying equipment from Los Alamitos has already been accomplished. There is a very sizable cost avoidance factor here, insofar as Navy operation of heavy high performance jet aircraft from Los Alamitos becoming untenable for that purpose. Whether the other services can operate light planes and rotary-wing equipment is a different matter.

Senator THURMOND. In other words, you are moving the jets and heavier equipment?

Admiral ZIMMERMANN. To other fields where they can share the site support equipment that the regular Navy has on station already.

Senator THURMOND. Are you moving anything else?

Admiral ZIMMERMANN. Well, not significantly, sir.

Senator THURMOND. I am just wondering now since Los Alamitos will probably be retained for the Army and National Guard units if the Navy may not wish to reconsider and keep some units there.

Admiral ZIMMERMANN. The Navy intends and has always intended to keep a considerable number of Reserve units at Los Alamitos. The surface Reserve and the nonflying units, and the Navy also, as you recall, sir, had other plans for Los Alamitos. It was a part of a greater Los Angeles base complex development plan.

Senator THURMOND. That is a classroom building that you are talking about?

Admiral ZIMMERMANN. The retention——

Senator THURMOND. What else did you plan to retain?

Admiral ZIMMERMANN. As far as I know, sir, nothing except an unused parcel of ground after the new Los Angeles base complex plan is approved. That would have excessed only a small, relatively small, parcel of the total acreage. Nothing to my knowledge of training significance was intended to be moved from Los Alamitos. The flying units were the principal units which departed there. Now, there is a representative from the Naval Facilities Engineering Command with me here and perhaps he can answer in greater detail.

Senator THURMOND. I will be glad to hear anything he wishes to say.

STATEMENT OF COMDR. J. A. WITKOWSKI, CIVIL ENGINEER CORPS, U.S. NAVY, DIRECTOR, INSTALLATIONS PLANNING DIVISION, NAVAL FACILITIES ENGINEERING COMMAND

Commander WITKOWSKI. The Navy Reserves activities that will be retained at Los Alamitos are a surface Reserve unit in their present building, approximately 23,000 square feet, and an Air Reserve unit in hangar No. 1 and several classroom buildings approximately 81,000 square feet, but it is a nonflying unit. We also plan to locate the Marine Corps Reserve in a building with another 23,000 square feet. This is a nonflying Marine Reserve. There are requirements for the Army for approximately 30,000 square feet also for nonflying Reserve use. There would also be space retained for common use among all of the Reserves.

Senator THURMOND. Is that all?

Commander WITKOWSKI. Yes, sir.

Senator THURMOND. Thank you.

Admiral Zimmermann, at the risk of duplicating a little bit, how much money will the Navy spend on construction for fiscal year 1971 and prior year funds to build facilities in California to replace those abandoned at Los Alamitos?

Just put that in the record for us.

Admiral ZIMMERMANN. All right.

(The information follows:)

The Navy proposes to utilize available lump-sum authorizations from fiscal year 71 and prior Reserve Appropriations Acts for the following projects:

NARTU Point Mugu—Maintenance hangar/training building complex, $3,557,000; NARTU Point Mugu—Aircraft parking apron, $345,000; MARTD El Toro—Aircraft parking apron, $320,000; MARTD Santa Ana—Line storage building, $28,000; NARTD North Island—Alter hangar #340, $50,000.

Senator THURMOND. Admiral Zimmermann, did these fiscal year 1971 and prior funds come from savings on projects already OK'd by Congress at the five Naval Air Reserve stations closed in the past 2 years?

Admiral ZIMMERMANN. A portion of them were previously approved and had to be reprogramed in order to accommodate the collocation at the new sites for the Navy's flying units which moved.

Senator THURMOND. Admiral Zimmermann, if the Navy expanded its Air Reserve program to another wing, what do you estimate it would cost in the way of new facilities and installations?

Admiral ZIMMERMANN. I can't give you an estimate on that at the moment, Senator.

Senator THURMOND. Would you put that in the record for us?

Admiral ZIMMERMANN. Have we previously supplied the answer?

Captain KAMM. Senator, may we ask a clarification on the question? Did you say an expansion of specific number of wings?

Admiral ZIMMERMANN. One other wing.

Senator THURMOND. An additional wing.

Captain KAMM. At the present time there would not be additional military construction requirements for an additional wing. This could be accommodated within the present bases to which we are moving at the present time.

Senator THURMOND. Admiral Zimmermann, the increased emphasis that has been placed on increasing the readiness capabilities of the Reserve forces has flagged the requirement for close-in training areas. What has your office done in obtaining/retaining these areas and in construction of needed facilities?

Admiral ZIMMERMANN. Senator, generally speaking, only the Navy Seabees need close-in training areas, if this is what I think you are speaking of, and a number of additional sites have been identified around the country for what we would call battalion size training in the reserve Seabees battalions.

The problem of close-in training doesn't effect the Naval Reserve to the extent it does the other components. We don't have big tanks to rumble through the city streets in order to get to an empty field and that sort of thing.

If by close-in training you mean the need for jet airlift support, we experience some difficulty, as you can imagine, in training in midcountry in hands on application of a seaman's skills which he is supposed to be performing on board ship or in the air and to that extent we have to rely on the 2 weeks active duty for training period annually for our reservists to get their hands on application, on the sea coast.

We have difficulty in midcountry and this is an area where better organic jet airlift support can get the sailors some hands on application during the regular year's training in addition to his 2 weeks active duty per year.

Senator THURMOND. Admiral Zimmermann, there is before the subcommittee a request for military housing to be placed at the Los Alamitos Naval Air Station as a part of the Imperial Beach Naval Support Complex. Would you comment on the opposition to this request which has been expressed by the city of Los Alamitos, Calif.

Admiral ZIMMERMANN. I could, sir. Commander Witkowski is better prepared to indicate that because he came with that in view, if I may.

Commander WITKOWSKI. The local community mainly objects from two points, Senator. One, they feel that the location of housing units will increase the cost of the services that the city will have to provide without an increase in their tax base; and, secondly, the city would like to see the area excessed and sold and developed either privately or

in conjunction with the city as a park, industrial area, or similar use to increase the tax base of the city.

While we perhaps can agree somewhat with the city's feelings, we don't believe actually that the cost will increase that much because a lot of the services that a city would ordinarily provide for its inhabitants the Navy will provide, such as fire protection, utilities, garbage collection and disposal, et cetera.

Senator THURMOND. Thank you.

Admiral Zimmermann, do you favor approval of these 300 units in the face of this local opposition?

Admiral ZIMMERMANN. The 300 units you are speaking of, the ones already approved by DOD in concept? Yes, sir; as Commander Witkowski has indicated, we do not believe that the adverse impact on the local communities is going to be anywhere near as great as estimated and that the Navy will take care of much of its own housekeeping functions as also indicated by the last speaker.

Senator THURMOND. Admiral, is the Navy justifying its construction request for 300 housing units in fiscal year 1972 at Los Alamitos as a part of the overall program which calls for a total of 2,600 housing units there?

Admiral ZIMMERMANN. Deferring to the Naval Facilities Engineering Command, it is my understanding that is the part of the total package, that is right.

Commander WITKOWSKI. That is right, of the 2,600 units, approximately 2,000, are the total Navy deficiency in the Long Beach area; yes, sir.

Senator THURMOND. Admiral Zimmermann, what is your position on the Navy's plan to possibly give $4.5 million worth of land on the air station property to Los Alamitos for school purposes?

Admiral ZIMMERMANN. I was not aware of the exact dollar figure of the land. If you will allow Commander Witkowski to comment on that.

Commander WITKOWSKI. Sir, we feel that we should provide the use of the land to the local school districts. There are actually an elementary school district and a high school district. In return they would build and provide the schools. The Navy would receive schools close at hand to its housing, and the school districts would not bear what would otherwise be a direct cost of land acquisition. They would have to bear if they were to build the schools elsewhere.

There is one point that if the air station continues flight operations the schools probably would not be built at Los Alamitos because of a California law. I believe it is a California law that the State will provide no assistance to local school districts for building schools in proximity to an active runway.

Senator THURMOND. Active runway?

Commander WITKOWSKI. Yes, sir.

Senator THURMOND. Well, now, did I understand you to say that you would provide the land for them to build the schools?

Commander WITKOWSKI. Yes, sir.

Senator THURMOND. And who would have the title to the land?

Commander WITKOWSKI. It could go either way. The title could be retained by the U.S. Government and a permit given to the school dis-

tricts, or the land title could be made available via HEW, I believe, to the school district. No decision has been made on that position.

Senator THURMOND. Admiral Zimmermann, once Reserve facilities are constructed on Regular Navy sites, who owns them—the Reserves or the Regular Navy?

Admiral ZIMMERMANN. Well, sir, the Navy at large is the owner of all Navy property. Reserve dedicated facilities, however, are not removed from the Reserve use without compensatory arrangements having been made. Title vests in the Navy.

Senator THURMOND. Admiral, if the Reserve program ends at these Regular Navy sites, would the Regular Navy pay the Reserves to use these facilities?

Admiral ZIMMERMANN. Well, if the Reserves moved out for some reason, and the facilities were excess to our needs, there would be no need, I should think, for the Navy to reimburse for something that is no longer needed, nor do we anticipate a non-Reserve use of these new collocated sites, if I understand your question properly.

Senator THURMOND. Does the Regular Navy pay the cost of removing the Reserve units to other sites?

Admiral ZIMMERMANN. The Regular Navy has moved over, Senator, to accommodate the Reserves in the sites at which we are now newly collocated. The Reserve dollar which we are expending on these sites is for Reserve use, not for Regular Navy use.

Senator THURMOND. Well, who is paying for moving them out? Is the Regular Navy paying that or does it come out of reserves?

Admiral ZIMMERMANN. For example, the actual physical cost of moving equipment, say, from Olathe, Kans., to somewhere else?

Senator THURMOND. Yes.

Admiral ZIMMERMANN. Captain Kamm, can you answer that?

Captain KAMM. Senator, I believe your question relates to the cost of actual moving of these units as far as transportation is concerned?

Senator THURMOND. No; I am talking about the facilities, the cost of the facility.

Captain KAMM. Those facilities which are being built for purely Reserve use are being funded from Naval Reserve funds.

Senator THURMOND. Well, and that is in spite of the fact the Regular Navy is moving the Reserve units out of the Reserve facilities?

Admiral ZIMMERMANN. The Reserves elect to site themselves on a Regular Navy base where there was site support equipment and cross utilization with the regular equipment already there.

Senator THURMOND. Well, if the Reserves are occupying facilities at a Regular Navy place and the Regular Navy then moves them out, you are now requiring the Reserves to pay for those new facilities, aren't you, and that money wouldn't have come out of the Reserves if they could have remained where they were, would it?

Admiral ZIMMERMANN. Well, we are escaping a considerable cost avoidance figures by collocating at new sites plus all of the other advantages to readiness.

Senator THURMOND. I know that, I am not speaking of that. The point is if you have Reserve units on Regular Navy facilities and they could remain there unless the Regular Navy moves them out, which it is doing, it is moving them to other places but it is requiring the Reserves to pay for the new facility, isn't it?

Captain KAMM. Senator, Admiral, may I answer this question?

Admiral ZIMMERMANN. Please.

Captain KAMM. In this way. Specifically, at Los Alamitos there was a program to spend about $8½ million of Reserve funds through the next fiscal years 1971 through 1974 in order to reinstitute and rebuild some needed facilities at that location. Due to the fact that we have collocated squadrons at other locations, we are programing approximately $8½ million at the new sites, so the money avoided at Los Alamitos for use of Reserve facilities has been reprogramed at other facilities where the same Reserve squadrons have been relocated. This is essentially a trade-off.

Senator SYMINGTON. Still the money to buy these new facilities comes out of the Reserve money?

Captain KAMM. That is correct and they are to be used exclusively for Reserve use, not for Regular use.

Senator THURMOND. If they had remained at the Regular Navy facility it wouldn't be necessary to spend the Reserve money.

Captain KAMM. Yes, sir.

Senator THURMOND. Why?

Admiral ZIMMERMANN. These are to correct deficiencies which existed at the old sites.

Senator THURMOND. When a Reserve unit is disposed such as at Los Alamitos is not the regular Navy supposed to provide equivalent facilities? Isn't that the law?

Admiral ZIMMERMANN. If the Reserves are dispossessed, Senator, then the law says that the Regular Navy shall provide the equivalent facility. However, in this case the Reserves were not dispossessed, they elected to transfer flying in order to gain advantages of collocation at Regular Navy sites.

Mr. HARRINGTON. If I may, I think I am familiar with the particular policy, Defense policy which you have reference to and which is expressed in Defense directives and provided that if an active service dispossesses a Reserve activity, that they will reconstitute that facility elsewhere. However, I would ask you to consider that this provision or policy was primarily intended to meet situations where the active forces found it necessary to dispossess a Reserve facility, let's say, from a hangar or other facility and then occupy that facility for an active force mission. This was the primary intent of that directive, sir.

Do you follow the line of reasoning there, sir?

Senator THURMOND. Yes.

I guess the result is the same.

Mr. HARRINGTON. It is to some extent except that in the case of Los Alamitos, if the active forces had dispossessed a Reserve flying unit out of a hangar and had then taken that hangar over for their own purposes, then the new facility to house that Reserve flying unit would have been funded normally from Navy regular Milcon funds as an obligatory requirement.

Senator THURMOND. Why do you have to get a waiver from Dr. Marrs to spend the money, prior money?

Admiral ZIMMERMANN. Because of a difference in the interpretation of what constituted this dispossession and, as Mr. Harrington has indicated, we do not so consider it, and in the preliminary planning, do not seek to invoke the dispossession clause because this was at the

election of the Reserve to improve their site support position and it was never considered by Navy this was dispossession in any sense of the word. This has been resolved now with the Secretary of Defense.

Senator THURMOND. I guess it is natural that the Regular Navy would construe it that way, that is natural human nature.

Admiral Zimmermann, what is the status of the freeze which Secretary Laird placed earlier this year on the Los Alamitos Naval Air Station?

Admiral ZIMMERMANN. Mr. Harrington.

Mr. HARRINGTON. I don't believe that I got the full import of that question. A freeze?

Senator THURMOND. That is right.

Mr. HARRINGTON. Well, insofar as I know, Senator Thurmond, and I am not as close to the status of Los Alamitos with regard to its closure as perhaps I might be because my area involves primarily Reserves as opposed to the base utilization areas of our installations and logistics. But perhaps the naval facilities people can comment on this, they deal closely with our base utilization people.

Commander WITKOWSKI. The freeze is still on. The air station and runways can remain open.

Senator THURMOND. What?

Commander WITKOWSKI. The runways can reopen, the freeze is on as to not dismantling the runway or flight operational facilities.

Senator THURMOND. I just wanted to get a statement for the record. Thank you.

Admiral Zimmermann, as you know, the Army and Air Force Reserves and some Guard units wish to use Los Alamitos when the Navy pulls out. Do you know if the Navy is taking care not to dismantle any facilities there that might be of use to these other Reserve and Guard units?

Admiral ZIMMERMANN. That is my understanding, Senator, and we consider that part of the "freeze" which was imposed.

Senator THURMOND. It would cost the Government a lot more to start over there and it would be the sensible thing to leave them there.

Admiral ZIMMERMANN. We are not dismantling the entire runway and firefighting equipment.

Senator THURMOND. So General Peers and his units could use them?

Admiral ZIMMERMANN. Yes, sir.

Senator THURMOND. Admiral Zimmermann, when do you think that Naval Air Reserve program at Los Alamitos will be closed out and the other units can come in?

Admiral ZIMMERMANN. The flying units have already been moved, Senator, as previously noted and the remaining nonflying units, we did not intend to close them out.

Senator THURMOND. Admiral Zimmermann, approximately what percentage of the Reserve enlisted men are on board at the units moved to Point Mugu? San Diego? Whidbey Island, Wash.

Admiral ZIMMERMANN. Captain Kamm can either answer that or provide it for the record.

You are speaking now of enlisted strength versus allowance at the new sites?

Senator THURMOND. Yes, I am speaking of what percentage of the Reserve enlisted men are on board. what percentage do you actually have?

Admiral ZIMMERMANN. May we furnish that?

Senator THURMOND. Put it in the record, if you wish to.

Admiral ZIMMERMANN. Yes, sir.

Senator THURMOND. I understand you are still considerably short.

Admiral ZIMMERMANN. We are not 100 percent yet, sir, but it is improving steadily.

Senator THURMOND. You are a good ways from it, aren't you? Those are the last figures I had.

Admiral ZIMMERMANN. We will provide for the record as of the end of May.

(The information follows:)

The percentages of the Reserve enlisted men on board as of May 31, 1971, are as follows:

	Percent
Point Mugu:	
Force squadrons	88
Nontactical units	43
North Island (San Diego):	
Force squadrons	65
Nontactical units	56
Whidbey Island:	
Force squadrons	88
Nontactical units	57

Senator THURMOND. Admiral Zimmermann, how does the Naval Air Reserve recruitment in California during the last 6 months compare with 6 months a year ago?

Put that in the record too.

Admiral ZIMMMERMANN. We will supply that for the record.

(The information follows:)

The Naval Air Reserve enlisted recruitment total in California for the six month period December 1970 through May 1971 was 627 as opposed to 529 recruited during the same period 1 year before.

Senator THURMOND. I think that is all. Thank you, gentlemen.

We are glad to have all of you gentlemen here today and we are vitally interested in the Reserve and if the Regular forces are reduced in size it is all the more important that we build and keep strong Reserve units otherwise we will not have a way to defend this country.

Mr. HARRINGTON. If I may, Senator Thurmond, we appreciate your interest and support of our program.

Senator THURMOND. Thank you. Mr. Chairman, I want to thank you for your patience and your indulgence. I didn't see any other Senators here.

Senator SYMINGTON. I am beginning to believe you are interested in the Los Alamitos Naval Air Station.

Senator THURMOND. That is a mild statement.

Mr. HARRINGTON. I would like to correct an oversight in identifying the supporting witnesses who are with me today. I overlooked Major General Roberts of the Army Reserve Corps and I believe he has a statement for the record which he would like to submit.

(The document follows:)

MILITARY CONSTRUCTION, ARMY RESERVE

Mr. Chairman and members of the committees, it is a pleasure to appear before you to present the Military Construction, Army Reserve Program for FY 1972.

We are expanding our efforts to provide units effectively organized, equipped and trained for rapid mobilization and deployment.

The total Long Range Construction Program, an integral part of our support, has been thoroughly reviewed and approved by Department of Defense for execution during the seventies. Its annual magnitude has increased three-fold. This has become necessary in order to accommodate the requirement for adequate home station training facilities, since under the old program and considering the aging of buildings, our construction program has been losing ground. In addition, we need special training facilities and modernization of our annual field training sites and week-end training areas. Priority in the construction program is still afforded the geographical areas where the greatest need exists. We are now moving toward precast and modular construction which should reduce cost, shorten construction time, and produce a better looking building. Another aspect is that we are constructing joint facilities wherever possible. The inclusion of four more joint facilities in FY 72 brings our total to 193.

Over 90% of available authorization and appropriations will be awarded during FY 1971, with awards including 26 major projects and numerous minor projects.

Our FY 1972 authorization request represents a program of $30,300,000 for major construction. This program will provide 46 projects in 30 states, 26 of which are new centers, 16 are expansions of existing facilities, one is an aircraft facility, and three others are special projects.

With regard to our appropriations, the FY 1972 budget requests new obligational authority in the amount of $33,500,000. This is comprised of the $30,300,000 for major construction, with $900,000 programmed for minor construction and $2,300,000 for advance planning.

The momentum attained during FY 1971 will be maintained in FY 1972. Design of the FY 1972 Program is well underway and currently over $25,979,000 is already authorized for design. An additional $3,084,000 is in an advanced stage of predesign activity. This puts our construction program months ahead of our normal schedule.

Mr. Chairman, this concludes my statement. I am prepared to answer any questions the members of the Committees may have.

Senator SYMINGTON. I have a couple of questions that I would like to ask.

There was a time I was in the Army and a time when I was in the Air Force. I notice that about 60 percent of all of the money request for the Reserve Forces in this bill, goes to the Army National Guard and Army Reserve, and the combined Navy, Marine Corps $19 million, Air National Guard, $9 million, Air Force Reserve, $5.3 million, this is what you say you need.

Mr. HARRINGTON. Yes, sir.

Senator SYMINGTON. Then, Mr. Harrington, why does the Air Force Reserve get such a short end of the stick considering what your figures are?

Mr. HARRINGTON. Well, sir, as you can appreciate, once having been Secretary of the Air Force, the determination within the total budgetary resources available to the service secretary, as to how much of his resources should be applied to Active Forces and how much to Reserve Forces to meet his total departmental missions are left to his discretion simply because he has the total responsibility for accomplishing those missions.

Senator SYMINGTON. I am not quite sure what that means?

Mr. HARRINGTON. Well, let me see, if I can phrase it a little more clearly. Within the Department of Defense we do not attempt to try and dictate the mix of a Secretary's budget with respect to his program objectives.

Senator SYMINGTON. Then as I understand it, the very low figure for the Air Force Reserve is the recommendation of Secretary Seamans?

Mr. HARRINGTON. Yes, sir, this is his program objective.

Senator SYMINGTON. I see. He is asking for $5.5 million for the Reserve and $9.0 million for the Air National Guard and he thinks that is adequate; is that correct?

Mr. HARRINGTON. This is correct, based on his submission to the Secretary of Defense of his Program Objective Memorandum for the fiscal year 1972.

Senator SYMINGTON. Will you have him write a letter to me as chairman of the subcommittee stating what you have just said is correct, so I can feel entirely satisfied about this?

Mr. HARRINGTON. Yes, sir; I will.

Senator SYMINGTON. In no way is that in criticism of you but I am just wondering what else he figures is so important that, despite the fact you say he needs $293 million for the Air Force National Guard and Air Reserve, he is satisfied to ask for $14 million at this time. I would like everybody to understand that this is the decision of the Air Force?

Mr. HARRINGTON. I will be happy to ask the Department of the Air Force to provide such a letter.

Senator SYMINGTON. I would like to receive the letter from the Secretary himself.

Mr. HARRINGTON. I will see that that is done.

(The information follows:)

DEPARTMENT OF THE AIR FORCE,
OFFICE OF THE SECRETARY,
Washington, July 1, 1971.

HON. STUART SYMINGTON,
Chairman, Subcommittee on Military Construction, Committee on Armed Services, U. S. Senate.

DEAR MR. CHAIRMAN: This in in response to your request to Mr. Harrington on June 10, 1971, for my views as to the adequacy of the Air National Guard and Air Force Reserve Military Construction Authorization for FY 1972.

Secretary of Defense guidance for development of the FY 1972 Reserve Forces construction program provided projected levels of funding requirements for fiscal years 1972 through 1975 but stated, that to the extent the FY 1972–1975 program is implemented, it must be accommodated within the approved total obligation authority for each fiscal year. This, of course, recognized the total Defense budget level for each fiscal year which had been established in consideration of both total Defense needs and the national economic structure. While I recognize that our FY 1972 construction program does not contain all of the facility projects which we would like to have for the Air Reserve Forces in this year's budget, I believe the submission was adequate within the constraints of the continuing budget program.

With respect to relative amounts of construction programmed for the Reserve Forces of the three Services, I think it is pertinent to note that the Army National Guard and Army Reserve received no new authorizations in fiscal years 1967 and 1969. As a result, the Air Reserve Forces received, in total $3.25 million more than the Army Reserve Forces during this period, as reflected in the following table:

RESERVE FORCES FACILITIES AUTHORIZATIONS, FISCAL YEAR 1967 THROUGH FISCAL YEAR 1971

[In million of dollars

	Fiscal year					Total
	1971	1970	1969	1968	1967	
Army National Guard	$13.7	$10.95	.....	$10.0	.....	$34.6
Army Reserve	9.3	6.0	.....	10.0	.....	25.3
Navy Reserve	4.5	8.5	$4.6	4.5	5.0	27.1
Air National Guard	6.5	11.5	7.7	9.8	8.9	44.4
Air Force Reserve	3.5	4.0	4.0	4.0	3.3	18.8

The FY 1972 program does provide an increase in military construction for the Air National Guard and Air Force Reserve, when compared with last year.

	Millions
Authorized for fiscal year 1971:	
Air National Guard	$6.5
Air Force Reserve	3.5
Proposed Authorization for fiscal year 1972:	
Air National Guard	9.0
Air Force Reserve	5.25

The magnitude of our total deficiencies in the Air Force (including cost escalations), which are the key to any program, has been previously addressed to the Congressional Committees by the Secretary of Defense. Our total facility deficiencies are estimated to be approximately: $5.8 billion for the active forces; $290 million for the Air National Guard; and $75 million for the Air Force Reserve. These total deficiencies roughly equate to the proportions of the total military construction program devoted to the active Air Force, and the Air National Guard and Air Force Reserve facilities. None of our current budget programs provide an adequate short-term solution to the large facility deficiency which faces us, but I feel the Air Force has taken all reasonable actions within the established budget levels to assure that the Air National Guard and Air Force Reserve construction requirements receive a proper allocation of our financial resources.

As you are aware, in response to the Secretary of Defense's objective, we have been taking actions and developing plans for further steps to give our Air Reserve Forces a viable, active role in the Defense establishment and to increase their capability by assigning them more modern equipment and increased mission responsibilities. These modernization programs were not fully developed at the time our FY 1972 budget was formulated; however, a number of actions have been firmed up subsequent to submittal of our budget to the Congress and some additional Reserve Forces construction needs already have been identified. For example, a new mission has been added for the Air Force Reserve, necessitating the activation of a new unit. Additional construction requirements for this unit, which could be utilized in the FY 1972 time period, amount to $1.635 million.

We expect that the major program decisions affecting the Reserve Forces will have been made and supporting construction requirements identified in time for inclusion of appropriate amounts in the FY 1973 construction budget. It currently appears that increased levels of construction funding will be required for the next several years to support the modernization requirements of the Air Reserve Forces.

I want to express my appreciation for your interest and support of this important element of our Air Force program.

Sincerely,

ROBERT C. SEAMANS, JR.

Senator SYMINGTON. Thank you, gentlemen, I appreciate your courtesy in coming here today.

(Whereupon, at 4:10 p.m., the hearing was recessed subject to the call of the Chair.)

MILITARY CONSTRUCTION AUTHORIZATION ACT OF 1972

TUESDAY, JUNE 22, 1971

The Military Construction Subcommittees of the Committee on Armed Services and the Committee on Appropriations met in joint session, pursuant to recess, at 2:30 p.m., in room 212, Old Senate Office Building, Senators Stuart Symington (chairman), Jackson, Ervin, Cannon, Byrd, Jr. (of Virginia), Tower, Thurmond, and Dominick.

Membership of the Military Construction Subcommittee of the Committee on Appropriations is as follows: Senators Mansfield (chairman), Proxmire, Montoya, Hollings, Brooke, Boggs, and Percy. (Ex-officio members: Senators Ellender and Young of North Dakota.)

Present: Subcommittee on Military Construction of the Committee on Armed Services: Senators Symington (presiding) and Cannon.

Subcommittee on Military Construction of the Committee on Appropriations: None.

Also present: From the Senate Armed Services Committee: Gordon A. Nease, professional staff member; and Katherine Nelson, assistant to Senator Symington.

From the Senate Appropriations Committee: Vorley M. Rexroad.

Senator SYMINGTON. This hearing will come to order.

The purpose of the meeting this afternoon is to hear from non-department witnesses who wish to present testimony relating to the military construction authorization bill for the fiscal year 1972. If, in the judgment of the subcommittee, the matters discussed this afternoon warrant a further hearing with departmental witnesses, such will be arranged in due course.

There are several witnesses who wish to be heard. We intend to complete the hearing this afternoon and, as our time is limited, I shall ask each of you to submit your statement for the record in as much detail as you wish, but to confine your oral testimony to the highlights of the statement. With one exception, all those who have asked to testify wish to do so in connection with the amendment to the bill proposed by the distinguished Senator from Alaska, the Honorable Mike Gravel. This amendment relates to the construction of an artificial island off the coast of Puerto Rico for use by the Navy for weapons training in lieu of the training now being conducted on the island of Culebra. In light of this, I shall call on our first witness, Mr. Walter S. Clement, vice president, Public Affairs of the Norfolk & Western Railroad, who wished to discuss the land acquisition project proposed by the Navy in the city of Norfolk, Va.

The land in question is presently owned by the Norfolk & Western Railroad. We shall then hear from Senator Gravel and the others who wish to testify in connection with his amendment.

Mr. Clement, we are glad to see you.

Senator Gravel, may I express my appreciation to you for letting Mr. Clement, who is testifying on a different subject, go first.

Mr. Clement, have you a statement?

STATEMENT OF WALTER S. CLEMENT, VICE PRESIDENT, PUBLIC AFFAIRS, NORFOLK & WESTERN RAILROAD, NORFOLK, VA.

Mr. CLEMENT. Yes, sir.

Senator SYMINGTON. Would you like to read it?

Mr. CLEMENT. Mr. Chairman, part of it, and the part of it pointing out the differences between the Norfolk and Western——

Senator SYMINGTON. Why not just cover the highlights and file the detailed statement for the record?

Mr. CLEMENT. Yes, Mr. Chairman.

Mr. Chairman, members of the committee, I am Walter S. Clement, vice president, Public Affairs of the Norfolk & Western Railway Co. I have with me Mr. David Goode, attorney in the legal department.

Senator SYMINGTON. Would you spell your name please?

Mr. GOODE. G-o-o-d-e.

Senator SYMINGTON. Thank you.

Mr. CLEMENT. I am here today to discuss the Navy's request for a $18.45 million appropriation to acquire Norfolk & Western's Yard and adjoining property located at Sewells Point, near Norfolk, Va.

The amount requested by the Navy for this acquisition, of which we understand $17.5 million would go to Norfolk & Western, falls far short of the minimum amount necessary to reimburse the Norfolk & Western. Under schedule A, we have pointed out the differences in the various items here, Mr. Chairman. The first two items have to do with the evaluation of land which the Norfolk & Western and the Navy, I am sure, could work out eventually. Item No. 3 is a simple escalation clause. The Navy included a figure, but did not include any escalation.

The one big basic problem is item 3(b), which is broken down under schedule B and shows Norfolk & Western and the Navy are apart $4.3 million on the relocation of the yard.

We shall leave the figures for the record, but most of all, we want to say we do not question the Navy's need for this land or this project. We want to cooperate in this matter right down to the letter, because we are great neighbors of the Navy in the city of Norfolk, but we do not think we should absorb this large loss.

If the committee so desires, we shall continue to negotiate with the Navy until this matter can be resolved.

Mr. Chairman, that is all I have.

(The statement follows:)

STATEMENT BY WALTER S. CLEMENT

Mr. Chairman and members of the committee, I am Walter S. Clement, Vice President, Public Affairs for the Norfolk and Western Railway Company. I am

here today to discuss the Navy's request for a $18.45 million appropriation to acquire Norfolk and Western's yard and adjoining property located at Sewells Point near Norfolk, Virginia.

The amount requested by the Navy for this acquisition (of which we understand $17.5 million would go to Norfolk and Western, the remainder going for administrative costs and contingencies) falls far short of the minimum amount necessary to reimburse Norfolk and Western for the cost of the yard relocation required by the acquisition and to pay a reasonable fair market value for the land adjoining the yard. Because of this heavy loss which Norfolk and Western would have to bear if the project went ahead at the requested amount, Norfolk and Western would have to oppose the Navy's taking. While we do not question the Navy's need for this land and are prepared to cooperate as fully as possible with this project, the railway cannot reasonably be asked to assume a large loss as a result of the project.

The statement made by Admiral Enger recently on behalf of the Navy before this committee indicated that there had been an understanding on this matter and in recent weeks we had reevalued our position and had advanced an alternate proposal. I would like to explain this. Last year, Norfolk and Western did not oppose the Navy's request for an appropriation for this project at $17.5 million provided cost differences of $3.3 million were disclosed to the committee. Norfolk and Western did, however, reserve the right to continue to negotiate whether or not the project was authorized and, failing agreement, Norfolk and Western would not be bound by the authorized figure. In fact, the project was not authorized at that time. Since then, Norfolk and Western has sought unsuccessfully to negotiate with the Navy to determine a satisfactory amount at which we could agree on the project.

The Navy, however, has refused to negotiate for any payment in excess of its $17.5 million proposal of last year. No agreement or understanding was reached for the project to proceed on any such figure nor can any such agreement be reached because of the large excess costs which would result to Norfolk and Western from the project. Our position in this was most recently explained in a letter from James E. Carr, Vice President, Norfolk and Western, to Admiral Seufer, dated May 22, 1971, which is attached to my statement for the record. We believe the Navy's refusal to budge from their $17.5 million figure is unreasonable in view of the excess cost of relocating the railway's yard over what the Navy would pay plus other differences disclosed by Admiral Enger's statement.

I would like briefly to discuss the cost differences between the Navy and Norfolk and Western. Norfolk and Western estimates the reasonable amount which it should be paid at $26.7 million, or $9.2 million more than the Navy request. If you will refer to Schedule A which has been distributed, you will see the first item of difference is the value of 28 acres of filled land and improvements thereon of $1.1 million which the Navy refuses to pay. The second item of difference is a reduction of $1.2 million in the value of the remaining land which the Navy has made because of asserted port site value. This reduction has been wrongly applied to commercial land completely removed from the waterfront which does not have any port site value. Both of these differences totalling $2.3 million have been fully discussed in the memorandum supplied for the record and I will not now discuss them further. Aside from them, there is basic agreement on the land costs.

The remaining, and major, difference between Norfolk and Western and the Navy has to do with the cost of the railroad yard relocation which will be required by the project. Norfolk and Western asks only to be placed in the same position as it now stands with respect to its yard facilities. This yard is essential to our operations and we believe the Navy should relocate it at another agreeable site which our engineers have determined to be Yadkin, Virginia, bearing the full cost of relocation, including the cost of land, grading and site preparation at the new location. When this is done, Norfolk and Western will convey its existing yard to the Navy without cost although the land is worth $2.2 million.

As seen in Schedule B, total relocation costs are estimated by Norfolk and Western at $20.2 million. The Navy estimate would involve payments to Norfolk and Western totalling $11.1 million for replacement of facilities, plus $2.2 million for land under the existing yard or a total of $13.3 million. The Navy figure would thus involve a loss to Norfolk and Western of $6.9 million.

The inadequate figure for replacing the yard results from the Navy's refusal to pay anything for the land, grading and site preparation at the new location. The Navy would pay only the costs of replacing the track, switches, ties, etc. on the new site but would not pay the costs of preparing the new site for a yard. As seen on Schedule B, this amounts to a net difference of $4.3 million in costs which the Navy would refuse to pay but which are directly attributable to the Navy's requiring Norfolk and Western to move its yard facilities.

The remaining difference of $2.6 million results from the effect of inflation on construction costs since the estimates of yard relocation costs were prepared (these were estimated at 12/31/69 levels). The Navy has totally failed to recognize the inflation factor in these costs.

These two differences represent the amount by which the Navy's proposal would result in out-of-pocket costs to Norfolk and Western for relocating its yard. We do not believe Norfolk and Western should bear such losses incident to this Navy project. As we understand it, the Navy's only reason for not recognizing full replacement costs is that they do not consider our yard an operating facility. In fact, the yard is vital to our operations, particularly our export coal traffic, and it should be relocated by the Navy. We do not ask any profit—only our actual costs of relocation. The Navy's failure to recognize full relocation costs, plus its total refusal to consider inflation and the disclosed land value differences make the requested $17.5 million amount entirely inadequate.

In view of these factors, I respectfully submit that, if the project is approved, it should be at a figure high enough to enable the project to proceed without loss to Norfolk and Western. That figure is estimated at $26.7 million. Again, we do not question the Navy's need for this project, but we cannot agree to the Navy's cost estimates. We continue to be willing to negotiate if the committee so desires.

NORFOLK & WESTERN RAILWAY CO.
Roanoke, Va., May 22, 1971.

Rear Adm. P. E. SEUFER,
Department of the Navy, Atlantic Division, Naval Facilities Engineering Command, Norfolk, Va.

DEAR ADMIRAL SEUFER: Since our conference here on Tuesday, we have reviewed various sets of figures on the value of the Sewells Point facilities which the Navy seeks to acquire, and the results vary substantially from the Navy's estimates.

You will recall that in the beginning of our negotiations we insisted that the value should be fixed on the basis of relocation costs for the yard facility proper plus the fair market value of the properties other than the yard. On this basis, our estimates come to a total of approximately $26.7 million. Because of Mr. Claud's insistence that the yard should not be considered an integral part of our public service facilities, we gave consideration to a valuation method based upon the fair market value of all of the Sewells Point facilities plus the actual cost of replacing the yard in the vicinity of Yadkin exclusive of land preparation. Our estimates indicate that the total cost to the Navy on this basis would approximate $22 million. It appears, therefore, that employment of this method of valuation will result in an actual loss to the Railway Company of approximately $4.7 million, most of which is attributable to the preparation of the land for a new yard, a cost which the Navy contends is not reimbursable under the replacement approach. However, we do not believe it is the intent of Congress to impose any such loss as this upon us, and we, therefore, think that further and serious consideration should be given to our position that the yard is an essential part of our public service function and hence should be relocated at the expense of the Government.

We should point out to you also the fact that, even on a replacement cost basis with land costs excluded, the cost estimates of the Navy appear to us to be unrealistic. As indicated above, we think the best projection of this cost, including payment for our Sewells Point properties, will be not less than $22 million, and there is every indication that this figure will be increased if construction should be delayed beyond the end of 1972. This is approximately $3.5 million more than the entire amount estimated by the Navy including the allowance for contingencies.

Even this substantial difference does not include all of our disagreement over applicability of the *Rands* decision and neither does it include any allowance for

increased labor costs resulting from construction of the new facility beyond the Norfolk yard limits.

In summary, it is the viewpoint of N&W that the Navy should request an appropriation to pay the fair market value for land excluding the yard land and facilities thereon and should also reimburse on an actual cost basis the cost of relocating an equivalent yard.

Respectfully yours,

JAMES E. CARR.

SCHEDULE A

ACQUISITION OF SEWELLS POINT YARD BY U.S. NAVY

N. & W. and the Navy disagree on the proper amount to be paid N. & W. in connection with the Navy's acquisition of N. & W.'s Sewells Point Yard. N. & W.'s costs will be $26.7 million, including the cost of relocating its yard and fair compensation for the land, compared to the $17.5 requested. The difference unfairly burdens N. & W. with excess costs resulting from the Navy's taking of this land. The following tabulation shows the basic differences:

[In millions]

	N&W	Navy	Difference	Notes
(1) Value of filled land and improvements.	$1.1	0	$1.1	Under Virginia statutes, N. & W. has title to 28 acres of filled land and improvements thereon with an agreed value of $1,100,000. Navy argues it does not have to pay anything for filled land. This is a legal difference which has been called to the committee's attention.
(2) Value of remaining land	7.6	$6.4	1.2	No disagreement on basic value, but Navy has cited United States versus Rands to reduce value of all land by port site value when no such value was included in N. & W.'s land value estimates. Most of this land is not accessible to the water at all. N. & W. has valued land at its commercial value, exclusive of any port site use. No reduction is proper.
(3) Yard relocation costs:				
(a) Costs except for grading and site preparation.	13.7	11.1	2.6	Inflation from Dec. 31, 1969, when estimates prepared through Dec. 31, 1972 construction date.
(b) Grading and site preparation.	6.5	0	4.3	Explained on schedule B.
Less land under existing yard.	(2.2)			
Total project cost.	26.7	17.5	9.2	

SCHEDULE B

(In millions)

N. & W. relocation costs:		
(Including land cost and site preparation for new yard, but excluding any payment for land under present yard.)		$20.2
Navy replacement theory:		
Yard replacement (rails, ties, etc., but not yard and/or site preparation)	$11.1	
Land costs	2.2	13.3
Difference		6.9
Less difference caused by inflation		−2.6
Net difference in Navy replacement and N. & W. relocation (grading and site preparation caused by new location)		4.3

MEMORANDUM

In the Military Appropriations Bill currently before Congress the Navy is requesting an $18.45 million appropriation for the purpose of acquiring land and improvements owned by the N&W adjacent to the Norfolk Naval Base, including N&W's Sewells Point Yard and certain other property. The requested appropriation includes $17.5 million which the Navy believes should be paid the railroad for the acquisition of the land and relocation of the railway yard with the remainder allocable to overhead, etc.

N&W believes that the requested amount is substantially less than the proper amount necessary for the Navy to acquire this property. If the Navy expects to acquire this property the appropriation must be high enough to permit a payment to the N&W in the amount of approximately $26.7 million in order to pay N&W the two elements required for acquisition of the property, namely, the fair market value of the land, plus the full amount necessary to relocate the Sewells Point Yard.

A. FAIR MARKET VALUE OF THE LAND

The fair market value of the land is not disputed except for two items for which the Navy refuses to pay. Exclusive of these two items, the land has an agreed value of $6.4 million. The two other elements of value must be recognized but have not been included in the amount of the requested appropriation. These items are:

1. Value of filled land

The Navy agrees that the approximately 28 acres of filled land and improvements thereon between the bulkhead line and the mean high-water line could be sold by N&W to a third party at its fair market value of $1.1 million. It is also recognized that the improvements on the land produced an annual rental of $75,000. Yet the Navy refuses to include any amount for this valuable land or improvements in its estimates.

Pursuant to Virginia statutes and case law, it is well established that N&W has title to filled land and could convey it to a third party.[1] The Navy's only authority for refusing to recognize this conceded value is *U.S.* v. *Rands*, 389 U.S. 121 (1967), a decision which begins by stating:

> In this case the Court is asked to decide whether the compensation which the United States is constitutionally required to pay when it condemns riparian land includes the land's value as a port site. (389 U.S. at 121)

It may clearly be seen that this is a decision on port site value. Applying it to refuse any compensation at all for 28 acres of land is unreasonable. If extended, such interpretation would suggest that the Navy could claim most of downtown Norfolk, which is built on filled land, without paying any compensation at all, plainly an absurd suggestion.

This land and improvements has a fair market value agreed to be $1.1 million. If the Navy takes this land, N&W should be paid the fair market value.

2. Port Site Value

The Navy has further misapplied the *Rands* decision cited above by reducing the fair market value of the land by asserted port site value in the amount of $1.2 million. To the contrary, if the *Rands* doctrine applies at all, it applies only to lands immediately adjacent to the water. It has no bearing on non-riparian land. The Navy's appraisers erroneously have reduced the value of the land completely removed from access to any port facilities. Even the land east of Hampton Boulevard, which is unrelated to the port facilities and which could not possibly have any port site value, has been reduced in value by the Navy's appraisers supposedly because of the *Rands* decision. This is wrong as is the application of *Rands* to commercial buildings and other nonriparian land on the other side of Hampton Boulevard. The land and commercial buildings have been valued by N&W appraisers not as port property but for their highest and best use, which is as commercial and business property. Where such value exceeds the value of such land as a port facility, the higher commercial value is the fair market value of the property and no reduction in that value is proper under the *Rands* decision. Because of this error, the cost of the land to the Navy must be increased by another $1.2 million.

To correct the above errors in the Navy's request, the portion of the appropriation attributable to land must be increased by $2.3 million. Added to the agreed $6.4 million value for the land, this produces a total land value, which must be paid by the Navy if it takes this property, of $8.7 million.

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[1] Code of Virginia, sections 62.1 and 62.1–164; *Groner* v. *Foster*, 94 Va. 650, 27 S.E. 493 (1897); *Lamberts Point Co.* v. *Norfolk & Western Railway Co.*, 143 Va. 270, 74 S.E. 156 (1912).

B. RELOCATION OF SEWELLS POINT YARD

The land which the Navy proposes to acquire is partially taken up by our Sewells Point Yard. The value attributed to that portion of the land occupied by the yard is $2.2 million. The Sewells Point Yard is a necessary and integral part of the railroad's operations and if the Navy takes this land the yard must be relocated at another site which the Navy and N&W agree should be Yadkin, Virginia. If N&W is forced to relocate this yard in order to make room for the runway extension at the Naval Base, it must be paid the full costs of relocation of this yard. Such costs will be approximately $20.2 million. This figure includes the cost of land and land preparation. Therefore, it can be reduced by the value of the land under the existing yard or by $2.2 million.

The Navy takes the position that it will not pay the full cost of relocating the yard but at the most will pay only $11.1 million [$17.5 total appropriation less $6.4 million land price=$11.1 million yard relocation]. This amount would produce an excessive and unfair loss to the railway resulting from the forced relocation of its yard. Any such loss is entirely improper in view of the importance of this yard to the operations of the railway.

Elimination of this yard would disrupt N&W's export coal operations and would be seriously against the national interest since this yard is an integral part of the railway's export coal-loading facilities. The Navy's argument that this yard is not used in the railway's operations is simply not in accord with the facts. Sewells Point Yard is essential to permit the continuous loading of vessels and to eliminate delays resulting from coal not being available for loading. In addition, the yard is used for storing grain moving in export shipments and also is essential to the handling of merchandise freight for various industries located in the vicinity of Sewells Point which are served from the yard.

Sewells Point Yard is an important operating facility of this railroad. If the Navy requires the land on which it is located, it is necessary for the Navy to pay for relocating this operating facility without any reduction for site preparation and grading which has been excluded from the Navy estimates. As previously noted, the total costs amount to $20.2 million. Payment of a lesser amount will unfairly penalize the railway as a result of the Navy's acquisition of this property. Any suggestion by the Navy that a lesser amount should be paid because this yard is not an operating property is not in accord with the facts.

It should further be noted that delay of this project resulting from the Navy's refusal to agree to pay the N&W the fair market value of this property has resulted in a substantial escalation of the property which will be required for relocation of the yard. Thus, the estimate of May 1970 was that the yard could be relocated for $14.8 million. Delay of this project so that it cannot begin before December 1972 has resulted in an increase in this estimated cost by $5.4 million to the total of $20.2 million. Further delay will result in further cost escalations due to inflation.

C. SUMMARY

N&W does not oppose the Navy's going forward with the proposed acquisition of its property at Sewells Point. We insist, however, that the Navy must pay the proper costs incident to such acquisition, namely the fair market value of the land (excluding that portion occupied by the yard) plus the cost of relocating the Sewells Point Yard facility. Together these costs are $26.7 million. The Navy's refusal to recognize that this amount of cost is properly involved in this project is unreasonable. Even if the Navy received an appropriation in the inadequate amount which it is requesting it would not be able to acquire this land for such amount. The Navy's attitude can do nothing but delay its proposed project and result in further cost increases. If the Navy wishes to acquire this project, it should request an appropriation in an adequate amount. That amount is $26.7 or $8.2 million more than the Navy is requesting.

The railway has been willing to negotiate on this subject with a view towards agreeing on a cost for the land and yard relocation so that no dispute would remain on this question. The Navy, however, has intransigently refused to recognize the cost properly involved and has refused to alter its initial estimates

at all. Accordingly, the railway must respectfully disagree with the Navy's request and state its opinion that such request is substantially lower than the fair and reasonable amount which must be paid the railway for its land and yard if this project is to be accomplished, or;

	Millions
Agreed value of land	$6.4
Value of filled land and improvements	1.1
Correction of port site value reduction	1.2
Cost of relocating yard	20.2
Total	28.9
Less value of land occupied by existing yard	2.2
Total	26.7

This is the amount which must be paid N&W by the Navy if this project is to be accomplished.

Senator SYMINGTON. Thank you, Mr. Clement. I would like to ask one question.

The money you are asking for is not to make a profit out of the fortuitous position which you might find yourself in because the Navy wants the land, but in order to cover the actual cost of relocating the operations in another place; is that correct?

Mr. CLEMENT. That is exactly right.

Senator SYMINGTON. And you have furnished justification of that position?

Mr. CLEMENT. Yes, sir.

Senator SYMINGTON. Thank you very much.

Mr. CLEMENT. Thank you, Mr. Chairman.

Senator SYMINGTON. The next witness will be the Honorable Mike Gravel, the distinguished Senator from the State of Alaska.

Senator, it is always a privilege to see you. Have you a statement?

STATEMENT OF SENATOR MIKE GRAVEL, U.S. SENATOR FROM ALASKA

Senator GRAVEL. Yes, I do, Mr. Chairman.

Senator SYMINGTON. Would you like to read at least part of it?

Senator GRAVEL. I would like to read part of it and just go to the conclusion of it.

Senator SYMINGTON. Please proceed.

Senator GRAVEL. First, let me thank you, Mr. Chairman, for providing this forum for this particular legislation. The reason for not having a statement turned in at the proper time is I completed it last night and this morning and had it typed mainly because I have been pressed into service on other matters which I think the chairman is aware of, of late. Let me say that last year, the president of the Puerto Rican Senate, Rafel Hernandez Colon, brought to my attention this matter that I was somewhat incredulous about the event. I had occasion to send a staff member of mine down to visit the island on another matter, going to Puerto Rico and then he went to the island. His reports—in his reports to me, I found a confirmation of what I thought is an outrageous situation. The fact that these people are subject to shelling and bombardment—and I have documented in my statement here specific details, running back from 1914 to the present date, of incidents where people have lost arms, been maimed; there have been

some deaths—all this, I think, makes a very compelling case that something should be done.

The amendment that I propose is, of course, the appropriation of $50 million to build a new island. I think the tradgedy of what will happen if this is not done will be to exacerbate feelings in Puerto Rico and if a tragedy did occur, if a round did happen to land on some schoolhouse, I am sure that the aftermath of the tragedy would be for the Navy to have to disengage itself entirely from Puerto Rico. This would not be in the best interest of the United States, in view of the fact that we might have to develop a contingency plan, if we have to leave Guantanamo Bay.

I would hope that an agreement that everybody seems to have entered into, and everybody seems to agree that something should be done between now and 1975, could be effected. The only problem I have with that is there have been no moneys appropriated to satisfy this agreement. I do not know what the time element would be, whether an appropriation next year could satisfy the date that the Navy and the Secretary of Defense have indicated to the Culebrans that they will stop shelling, which will probably be 1973. My amendment hopes to formalize that agreement into law and the wait for the appropriation. I think that would be a decision to be made by the committee.

I personally feel very strongly about this. We done—and I think the case is before us now of Okinawa, where we have done unusual things to accommodate our relationship with foreign governments. In view of our close proximity, our attitudes towards Puerto Ricans—to not accommodate these people in just plain matters of human decency, I think, is unconscionable. These matters, of course, our Government can accommodate.

Mr. Chairman, I would like to leave it there in case you have any questions and give you the formal statement which documents in detail cases of people being killed and maimed, cases where the Navy has demonstrated by its own activities the risk involved to the population. I think you will have statements from the mayor of Culebra, from the president of the Senate, the distinguished Congressman who is very knowledgeable about the Puerto Rican problem we are dealing with, and a gentleman who has come from Cleveland at his own expense, Mr. Shoupe, who was in the Navy, who has fired on the island and can testify to the inaccuracies and the possibilities that do exist. They are very real and very practical in a sense.

That ends my testimony.

(The statement of Senator Gravel follows:)

During the past year, the little island of Culebra, Puerto Rico, has become well-known in this body and throughout the United States.

In fact, Culebra's long-running dispute with United States Navy is a story that has become known throughout the world.

It is a story marked by tragedy. It is a story of gross injustice and apparent callous disregard for innocent civilian life.

It is a sad commentary of an instance where the fundamental rights of 700 Spanish-speaking United States citizens, to live lives free from the fear of shelling and bombardment, have yet to be fully recognized.

My amendment to the Military Construction Authorization Bill would correct all this. It would provide the Navy with an alternative, superior training site and make certain that the shelling and bombing subjected to American citizens residing on Culebra end by a date certain.

Senators Proximire and McGovern have joined me as co-sponsors of this amendment. I hope this committee will see fit to bring about its enactment.

For 35 years the United States has bombed, shelled and strafed tiny Culebra as a training target. Many servicemen have fired on Culebra, never realizing that this isolated outcropping in the Caribbean, barely 3 miles by 7 miles, was the home of fellow Americans.

Roman Feliciano, the mayor of Culebra, who will testify this afternoon, served in the armed service of the United States during World War II. After his service he returned to discover that the United States Navy had blown up his family's home.

Death, injury and maiming are a consequence of the Navy's training operations on Culebra. Fortunately, actual loss of life on Culebra has been limited, but the ever present danger of living on a bulls-eye constitutes a psychological price that Culebrans continue to pay.

Assistant Secretary of the Navy Frank Sanders admitted in hearings before the House last year that "nine Navy men were killed and one injured in 1946 when an aircraft mistakenly dropped bombs on a Navy observation post."

The Armed Forces Journal of June 20, 1970 discusses other accidents and incidents of shells landing outside prescribed safety zones. The Navy confirmed some of these; but the Culebrans remember them all.

In 1914 Isaac Espinosa lost a right arm as a result of an exploding grenade. In 1935 Alberto Pina Garcia, a 15 year old school boy was killed when he banged a grenade. The Navy attributes grenades to marine training no longer taking place on Culebra.

In 1935 Vincento Ramero lost his right arm in another accident.

In 1958 Sixto Colon Robinson suffered partial loss of vision in his right eye when a group of children set fire to gun powder they found on the beach.

In April 1968 a Jersey calf, owned by Feliciano Rosario, was killed by rocks kicked up by the landing of two non-explosive star shells during night illuminating exercises.

On June 14, 1968 a Navy pilot was killed when his A–4B on a firing run over Agua Cay crashed into waters south of Yorba Cay.

In 1968 a fishing vessel was hit by a shell.

On December 1, 1969 a bomb landed in Dewey Harbor as a result of a release mechanism malfunction aboard a marine aircraft returning from a target run on Agua Cay.

In 1970 the San Juan yacht La Vagabunga, owned by Carlos Vasquez, had smokepots dropped on it during 5 passes by an aircraft on a clear day while the vessel cruised amidst a flotilla of 14 others.

On April 19, 1970, mortar rounds were fired at Flamingo Beach when Culebran children were bathing. On May 22, 1970, mortar rounds were fired without warning—again endangering children bathing on Flamingo Beach.

The Armed Forces Journal article also reports that six incidents of misfires or wild shots since October 1965 were reported to the commander of the Caribbean Sea frontier.

On October 13, 1965, two five-inch projectiles impacted on the northeast face of Luis Pena Cay fired by the U.S.S. Charles F. Adams. On the same day two more shells from the same ship fell outside the safety zone.

On October 19, 1965, four five-inch projectiles fired by the H.M.A.S. Perth impacted on the north face of Luis Pena Cay because of system difficulties.

On November 5, 1965, two five-inch projectiles impacted south of Agua Cay from the U.S.S. Stickle.

On March 24, 1969, the U.S.S. Fort Snelling fired two rapid-salvo three-inch round shells which landed on Luis Pena Cay, as a result of human error.

A strafing incident on the island's eastern end occurred on June 18, 1969. A 20-millimeter training round was later picked up by island residents.

In addition to these incidents, the Armed Forces Journal of May 23, 1970, referred to incidents when the battleship New Jersey in the early 50's lobbed shells on a cistern between the town of Dewey and the impact area and when the Missouri scored on the safety zone instead of the impact area.

Mayor Feliciano recalls one incident when a shell landed in the cistern immediately adjacent to his office in the Municipal Building which is located in the very center of Culebra's only town.

A document prepared by the Navy entitled "Culebra Utilization Data," which was submitted to the House Armed Services Subcommittee last year, reveals that in 1969 the average daily use of Culebra and the surrounding cays for target

practice was 9½ hours, Monday through Saturday, and 3½ hours on Sunday. During springboard exercises (January through April) the use is substantially greater than this daily average.

The Armed Forces Journal reports in May of last year that "the Navy told the Journal that the bombardment operations would climb from about 5,000 sorties in FY 69 to over 9,000 sorties this year."

The effect of the night and day bombings on the lives of the Culebrans was vividly described by rear admiral Alfred R. Matter in a letter he sent on December 5, 1969.

"Culebra Island is a keystone in the Atlantic Fleet weapons range. . . . This large complex is expanding and operations are becoming increasingly intensive, frequently being conducted seven days a week. As such use increases, inhabitants of nearby areas such as your porperty will be subjected to the noise of supersonic booms, gunfire, rocket fire, and heavy air traffic."

Carmelo Feliciano, a school teacher in Culebra for thirteen years, testified in the recent hearings:

"When bombs and shells are exploding the school buildings tremble with every explosion. You can see fear in the children's eyes. They sit in school in a peculiar way as if ready to run at a moment's notice. During the periods of heavy night bombing, students fall asleep in class."

The people of Culebra are not the only ones who suffer. As long as firing operations continue at Culebra, the United States Navy and this entire nation will also pay an inordinate price.

Because Culebra is both tiny and inhabited, the Navy's training mission there is limited. Ship-to-shore firing can be accomplished only at relatively slow speeds and short distances from shore.

Furthermore, because of the restrictions that must be imposed to avert even greater danger to the inhabitants of Culebra, the approach angles in these training exercises cannot be varied to the extent that would be desirable to avoid what is commonly known in the Navy as a "canned response."

Last year when the Navy was seeking to obtain easements on the east end of Culebra to permit the firing of the Walleye missiles at nearby Culebrita, it was clear that more modern follow-on missiles such as the Condor and Standard Arm could never be safely fired at this target. The Navy has given testimony in the House to this effect.

When the Secretary of the Navy signed the agreement on January 11, 1971 on the Island of Culebra, the Navy's mission on Culebra became even more qualified and restricted. That which remains of the Culebra target is simply inadequate to permit proper training for our Navy.

The solution is not to continue unsatisfactory training which endangers the lives of the Culebrans. The solution must be the development of an alternative site for the Navy where realistic training with the most modern weapons in our arsenal can be conducted safely and without restrictions.

The creation of an artificial island would make such training possible and would enhance our national security. At the same time, it would make national security meaningful for the United States citizens residing on Culebra.

National security and indeed the Navy's parochial interests cannot be viewed too narrowly. Long-range Navy plans must at least consider the contingency of Caribbean operations without Guantanomo Bay in Cuba. Should that ever come to pass, Roosevelt Roads Naval Reservation in Puerto Rico could become *the* strategically significant focus of the Navy presence in the Caribbean.

Surely it makes little sense to risk this very presence in Puerto Rico by continued bombing and shelling of Culebra. The limited value of this inhabited target is simply not worth the risk that an errant shell landing amidst school children might mark the end of United States Navy presence in Puerto Rico.

Navy firing on Culebra has been an abrasive element in otherwise cordial relations between mainland United States and the Commonwealth of Puerto Rico. Many Puerto Rican citizens of the United States residing throughout our country see in the treatment accorded their fellow Puerto Ricans on Culebra a basis for questioning the concept of equal justice under the law as applied to Puerto Ricans.

One can only wonder how long it would take this body to put an end to the shelling and bombing of some portion of Long Island by the United States Navy.

Finally, Latin America and the rest of the world will judge us on how we treat our Spanish-speaking citizens and other minority groups. Our national security

cannot be enhanced by the image of United States Navy guns aimed at tiny Culebra.

Senator Rafael Hernandez Colon, President of the Puerto Rican Senate, personally brought the case of Culebra to my attention last year. He persuaded me that the Culebrans deserve a cease-fire and that the United States Navy, itself, would benefit and our national security would be enhanced by the termination of all firing operations at Culebra and the transfer of these training exercises to an uninhabited site.

We in the United States Senate took affirmative action last year to prevent the further expansion of Navy firing operations at Culebra. We also directed the Secretary of Defense to study all possible alternatives at Culebra.

While this study was under way, Secretary of the Navy Chaffee, Mayor Feliciano, President of the Puerto Rican Senate Hernandez Colon, and Governor Ferre entered into an agreement in which the Navy promised to eliminate some of the bombing and strafing taking place at Culebra and, perhaps most significantly, promised: "to continue to investigate both technological and geographical alternatives to the training done around Culebra.

"The purpose of these investigations will be to find feasible alternatives that will eventually permit the transfer away from Culebra of the training that will be conducted after January 1, 1972."

In a final paragraph added by the three Puerto Rican signatories to this agreement, it was made perfectly clear that the unified position of all Puerto Rico was that "the Navy should terminate all training, operations on Culebra and its neighboring cays within a reasonable period."

A Defense Department report, "Culebra, Overview and Analysis, April 1, 1971," concluded that "Culebra can be 'replaced' for at most $50 million . . ." The $50 million figure refers to the cost of constructing an artificial island approximately 3½ miles east of Vieques.

It seems obvious that the artificial island would constitute a considerable improvement from a training proficiency standpoint because it would permit greater variation in approach angles, the employment of more modern weapons and tactical maneuvers.

I understand that substantial backup material was developed for the Defense Department study at a cost to the United States taxpayers of more than $100,000 for work done by outside consultants alone. I urge this committee to request that this backup material be submitted for the record by the Defense Department. Clearly enough time and money have been devoted to this problem to render it ripe for solution.

The Defense Department has found the feasible alternative sought by the Navy and to which the Navy is bound both by solemn undertaking and common sense to transfer all firing operations now conducted at Culebra.

The Navy has not, however, submitted a line item budget request for the funds required to keep its promise. It is for this reason that I introduced Amendment No. 121 and I hope that the Navy will appear today to support this amendment.

Senator SYMINGTON. Thank you, Senator.

I believe the construction of an artificial island is one of several alternatives mentioned in a Department of Defense report of April 1, 1971, in regard to this situation. Is the $50 million price tag you mentioned for an artificial island based on engineering studies?

Senator GRAVEL. Yes. I believe it is from $20 to $50 million and they leave themselves quite obviously a lot of leeway.

Senator SYMINGTON. What assurances can be given that such an island might not cost more than this amount?

Senator GRAVEL. I doubt that you can get any assurances. I think we are all faced with the constraints of getting estimates. The study that was performed cost approximately $100,000. If that kind of engineering study cannot provide some accuracy, I do not think spending more money will provide any greater accuracy.

Senator SYMINGTON. Did not the Secretary of Defense state that he would restudy this situation by the end of 1972, the entire situa-

tion to determine what could and should be done to relocate the naval activities before June of 1975?

Senator GRAVEL. The Secretary may have said that; I am not acquainted directly with that statment. I glanced over it. Let me just say I do not think that obviates the need to appropriate the money to begin doing it. I do not know for this type of situation what additional study will bring out. We have the tentative costs, we know the problem to the Culebrans, we know the problem to the needs of the Navy to have a decent firing range. I do not know what could be added by additional study.

Senator SYMINGTON. Has not the Navy thus far lived up to the agreement signed by them and various Puerto Rican officials last January?

Senator GRAVEL. So far they have. But what would not let them live up to the agreement is if the money is not appropriated and we get closer to the date. There is no feasible way it can be lived up to unless there are some appropriations that follow through.

Senator SYMINGTON. In view of the agreement signed on January 11, 1971, by the Secretary of the Navy and Puerto Rican officials, the announcement by the Secretary of Defense of April 1, directing studies to provide an alternative by the end of 1972, do you not consider it reasonable to allow these studies to be completed before authorizing funds for one of the possible alternatives?

Senator GRAVEL. I do not know what the other alternatives would be, Mr. Chairman. The only alternative I know of, of course, is the construction of an island. If further study means further massage of that idea, then I would say not. I would say we could make a decision on that basis.

In any event, if that were the course adopted by the committee, I would suggest to the committee that they adopt item 3 of my amendment; that is, to guarantee to the people of Culebra that the Navy would be out of there by 1975. That would be in concert with the agreement signed.

Senator SYMINGTON. Thank you, Senator.

Senator GRAVEL. Thank you, Senator.

Senator SYMINGTON. Our next witness will be the Honorable Jorge L. Cordova, Resident Commissioner of Puerto Rico.

STATEMENT OF THE HONORABLE JORGE L. CORDOVA, RESIDENT COMMISSIONER OF PUERTO RICO

Mr. CORDOVA. Thank you, Mr. Chairman.

Senator SYMINGTON. Mr. Commissioner, we are glad to have you with us. Do you have a statement?

Mr. CORDOVA. Yes, Senator.

Senator SYMINGTON. Would you like to read at least a part of it?

Mr. CORDOVA. Yes; I would like to read it.

Senator SYMINGTON. Please proceed.

Mr. CORDOVA. Thank you, Mr. Chairman.

When the Military Construction Authorization Act was considered in the Senate last year, the Governor of Puerto Rico and I, as the elected representatives of the people of Puerto Rico in Washington,

both supported and sought the support of Senators for an amendment calling for the phasing out of shelling and bombing activities by the Navy in and around Culebra. One such amendment, introduced by Senator Jackson was approved. However, the Culebra provisions of the act were substantially amended in conference, and as finally approved, the act called simply for a complete study of the Culebra situations by the Defense Department, and the submission of a report to Congress, but it included a new provision directing that the evacuation of all citizens of Culebra be considered as one of the alternatives. This congressional directive came on the heels of a letter from Secretary Chafee to Senator Jackson stating that although the Navy had for years expected the Culebrans to be evacuated, this plan had been abandoned early in 1970. I might add that it was abandoned when Governor Ferre made it clear to the Navy that such a step would not be palatable either to the people of Culebra or to the people of Puerto Rico. The legislative directive suggesting evacuation caused general dismay in Puerto Rico, and general disappointment there in the Congress of the United States.

Fortunately, the Navy and the Defense Department have modified their attitude. They agreed in January of this year to eliminate some of the target areas and to continue to explore alternatives to the training heretofore done in and around Culebra. They consulted, and listened to, the Governor of Puerto Rico in connection with the study and the report to Congress and to the President which the 1970 legislation required. As a result of the report, the Secretary of Defense directed that the following action be taken—I quote from the Secretary's letter to the chairmen of the House and Senate Armed Services Committees dated April 1, 1971:

Cessation of explosive bombardment of the Northwest Peninsula of Culebra by January 1, 1972.

Development of non-explosive rounds for Naval gunnery practice.

Opening of all the Flamenco Beach for public use at all times except during ship firing.

Construction of a road to Brava Beach and a bath house there so that the Culebrans will have unrestricted access to a bathing beach at all times.

Cessation of removal of sand from Culebra's beaches and initiation of legal steps necessary to halt the unauthorized exploitation of ecological resources under Navy stewardship.

Provision of unrestricted sea and air corridors between Culebra and St. Thomas, Vieques and mainland Puerto Rico.

Stationing of a Spanish-speaking U.S. Naval officer in Dewey and another in Isabel Segunda on Vieques responsible for Range Safety.

Initiation of those land surveys, training maneuver analyses, and engineering studies required to provide the option of moving by June 1975 to a suitable alternative to the target areas on Culebra.

Improvement of community relations on Culebra and Vieques in particular and Puerto Rico in general.

Enhancement of the economic benefits to Culebra and Vieques of Department of Defense activities in Puerto Rico.

It is my plan to reappraise the Culebra situation and the alternative option(s) from the point of view of Nation Security and the best interests of the people of Puerto Rico by the end of 1972 in order to make a final decision where to relocate the Naval training target areas and whether any additional actions should be taken.

Because press reports of the Secretary's action gave rise to a question as to his position, it was clarified in the following letter addressed by him to the President of the Senate of Puerto Rico, dated April 23, 1971:

DEAR MR. HERNANDEZ: This is in response to your letter of April 21 to the Department about Culebra.

We regret that a recent story by UPI may have resulted in some confusion about the position of the Secretary of Defense.

The Secretary's position has been, and remains, exactly as stated in his press statement of April 1 which read in part:

"The Secretary also stated that he will reappraise the Culebra situation and the alternative option(s) from the point of view of National Security and the best interests of the people of Puerto Rico by the end of 1972 in order to make a final decision where to relocate the Naval training target areas now on Culebra and whether any additional actions should be taken."

We hope the Secretary's statement makes it clear that the Navy operations on Culebra are to be transferred by June 1975 unless a reversal of the situation occurs because of 1) the collective wishes of the Culebrans themselves, 2) action by the Congress, or 3) the President's future assessment of national security demands.

Sincerely,

JERRY W. FRIEDHEIM,
Deputy Assistant Secretary.

The Governor of Puerto Rico and I both feel that the action taken by the Secretary of Defense, and his assurance that operations heretofore carried out in Culebra will be transferred elsewhere before 1975 unless the Congress, the President, or the people of Culebra otherwise direct, provide a satisfactory solution to the problem of Culebra.

We understand and I have heard today that an effort will be made to amend the Military Construction Authorization Act on the Floor of the Senate in the sense of authorizing and directing the construction of an artificial island to which the operations heretofore conducted at Culebra might be transferred. The Governor of Puerto Rico and I question the wisdom of this type of legislative procedure at this time. We remember how a well-intentioned amendment last year, which we heartily supported, resulted in legislation which aimed at the evacuation of the citiezns of Culebra subjected to the hazardous legislative risks of a conference on a bill involving billions of dollars. Culebra could be protected from ill-considered legislative action brought before the House and Senate on its own merits. But experience has taught us that we cannot protect it from a harmful conference report which submerges any ill-considered reference to Culebra in the folds of a multibillion dollar authorization. Let us not again expose Culebra to this risk.

Thank you, Mr. Chairman.

Senator SYMINGTON. Thank you, Mr. Commissioner. I have no questions. I appreciate your testimony. It was nice to have you here.

The next witness will be the honorable Ramon Badillo, United States Representative in the Congress from the 21st District of New York.

STATEMENT OF HON. HERMAN BADILLO, U.S. REPRESENTATIVE FROM NEW YORK

Representative BADILLO. My name is Herman Badillo, Mr. Chairman, Congressman from the South Bronx, Manhattan, and Queens, N.Y. I am testifying here because of the fact that I was born in Puerto Rico and lived there for the first 12 years of my life. I have been in Culebra and many of my constituents, and certainly many of the people in New York City are very much concerned about what has been happening in Culebra.

I would like to submit my statement for the record and just to summarize it and express my views.

Senator SYMINGTON. That will be done.

Representative BADILLO. I want you to know, Mr. Chairman, that I am today submitting a corresponding amendment to the amendment of Senator Gravel in the House of Representatives so that it can come up there at the same time it is coming up in the Senate. I certainly have much more faith in the congressional processes than Mr. Cordova seems to have. I know there are many Congressmen who have been concerned about what is going on in Culebra. I do not think that we have as much faith in the Secretary of the Navy or the Department of Defense as he seems to have. Because while it is true that there was an agreement that the Navy was going to begin to look for an alternative site, the fact is that my examination of the budget request indicates that the Navy had not even requested an appropriation to start looking for a site, and until that happens, I do not think that we can consider that the Navy or the Department of Defense has acted in good faith in keeping the terms of its agreement with the people of Puerto Rico.

Mr. Senator, I would like you to know that in the city of New York, I was for 4 years, the Commissioner of Relocation in New York City, and in that capacity, it was my responsibility to pass upon the selection of sites for public improvement projects, including interstate highways, post offices, and any kind of public building. I am very familiar with the documents for justifying a site. I have examined carefully the documents submitted by the Navy and the Department of Defense in justifying the use of Culebra as a site for target practice. And I must tell you that the only phrase that specifically says Culebra is necessary is one that indicates that Culebra is the ideal area for target practice. There is nothing that indicates that Culebra is the only area that could be used, or even that there is not a comparable area to be found nearby.

I just want to relate one experience that I had during the time that I was Commissioner of Relocation. To show there is nothing personal against the Navy or Department of Defense, I will say that it happens with all agencies. Once the post office people came to me and they wanted to recommend a site for a post office. I asked them what would the ideal site be for a post office, and the answer was 42d and Broadway. Now, that happens to be Times Square. From the point of view of the post office, that was the ideal site. Now, we have the same thing with respect to Culebra. It may be the ideal site from the point of view of the Navy, but we have never accepted, as far as I know, anywhere in this country the ideal site, whether it be at the request at the Department of Defense, the post office, or anything else, and I say to you, we do not have to support it now. That is why I am supporting the Gravel Amendment in the House.

(The statement of Representative Badillo follows:)

Mr. Chairman, I appreciate having this opportunity to appear before your subcommittee this afternoon, especially after such short notice, and to testify in favor of the amendment—No. 121—to S. 1531 offered by the junior Senator from Alaska, Mr. Gravel. I am particularly interested in this measure as I intend to offer a similar amendment to legislation currently under consideration in the House of Representatives.

For more than 20 years the small 28-square-mile island of Culebra has been bombed, strafed, and invaded by U.S. naval and military forces. For most of this

time, the approximately 750 inhabitants have lived in constant fear of their own safety and that of their real property and livestock.

The agreement which was concluded in January between the Secretary of the Navy and the citizens of Culebra was the culmination of an 18-month-long cold war which was continually marked by intimidation and deceit on the part of the Navy and its representatives. Although an agreement was signed only six short months ago, the fact that a request for appropriations to construct an alternate target site was not made by the Navy is simply another example of that service's duplicity and its foot-dragging in seeking to identify appropriate alternatives.

Contrary to the claims of Secretaries Laird and Chafee and others, there is simply no strategic military purpose being served by the bombardment of Culebra and I am convinced that the U.S. defense posture would not be adversely affected if such training and target practice were moved to another site. While a number of recommendations for potential alternatives have been made, I feel confident that neither the Navy nor the DOD has fully considered them or has undertaken their own thorough exploration of the availability of alternative target locations in an uninhabited area.

We must not fail to remember, Mr. Chairman, that we are considering an area inhabited by over 700 American citizens who are simply attempting to peacefully live their lives under the most trying of circumstances. Consider, if you will, the implications this situation has in Latin America and the fact that the attitude of the United States Government toward Culebra and its citizens has gravely exacerbated tensions which already exist with our Latin neighbors. Furthermore, the bombardment of the island and subsequent actions has aggravated relations with our country's Spanish-speaking population for we consider Culebra to be a symbol of the government's indifference toward our needs and aspirations. The ill-conceived recommendation, which was fortunately rejected last year, that the Culebrans be resettled to some other area was a serious affront to the more than 4 million Puerto Ricans—on the mainland and in Puerto Rico—as well as to our other Spanish-speaking brothers.

Aside from the human and moral elements, I believe it is vital that every possible consideration be given to other factors, such as the ecological uniqueness of Culebra. The cays in the archipelago east of Fajardo and the island of Culebra provide important nesting areas for various migrating oceanic birds, including the sooty tern, the nobby tern, and laughing gulls. The Bahama Pintail, a rare and endangered species, is found in the lagoons of Culebra, as are the brown pelican. The clear waters surrounding the island and the cays constitute a magnificent sporting and commercial fishing ground.

Mr. Chairman, the Culebrans—American citizens—have suffered emotionally, economically, socially, and physically long enough. The time for the Navy to withdraw completely is long past due. Assuming the Navy would be able to get along without having human beings and livestock serve as targets, I am certain that there are a number of perfectly acceptable alternatives—including areas suitable to permit the construction of artificial islands which the Navy could build to its own specifications. I understand, in fact, that one private firm has already indicated its ability to construct such a practice facility and, further, that the Navy's own engineers have stated that an artificial island or platform could be used as an alternative target instead of Culebra.

Although the agreement reached in January stipulated that the Navy would be afforded a reasonable time to find an alternative, its continued presence in the area remains as a virtual threat and an affront to the people of Puerto Rico. The Navy must be encouraged to and assisted in expediting its efforts to find suitable alternatives. The provisions of Mr. Gravel's amendment furnishes much needed impetus in this direction. The specific requirement that the Secretary of the Navy report to the Congress by January 1 on the progress being made in constructing an artificial island and the withdrawal from Culebra is especially noteworthy. I commend the Senator for the initiative he has shown on this matter, and I urge the subcommittee to give Amendment No. 121 full and careful consideration with a view toward adopting it and working for its prompt passage.

Thank you.

Senator SYMINGTON. Thank you, Congressman Badillo. It is a privilege to have you with us.

Our next witness is the Honorable Rafael Hernandez Colon, president of the Puerto Rican Senate.

Mr. President, I am glad to see you.

STATEMENT OF HON. RAFAEL HERNANDEZ COLON, PRESIDENT OF THE SENATE, COMMONWEALTH OF PUERTO RICO

Mr. COLON. Very glad to be here, Senator. I have a statement which has been submitted. I shall just read half of it.

Senator SYMINGTON. Fine.

Mr. COLON. I want to give you some insight into the political problems which Culebra has stimulated. We live at a time in Puerto Rico, as in the rest of the United States, of rising discontent and vocal protest, some of it justified. In Puerto Rico, however, the most radical protest takes the form of anti-Americanism—often in conjunction with the New Left in the United States—and is associated with various splinters of the proindependence movement. I think that you will have here this afternoon a representative, the president of the Independent Party in Puerto Rico.

Until a few years ago, the sentiment for independence was virtually nonexistent. In numerous elections over the last two decades, the independentists rarely won more than 2 percent to 3 percent of the vote. The pro-Commonwealth center, in normal years, consistently won about 60 percent of the vote and the prostatehood party less than 40 percent. However, there is now visible an appreciable growth in independentist activity. Moreover, in my opinion, this heightened independentist drive is at least partially related to Culebra.

The reason is this: Culebra represents, in Puerto Rican eyes, such a clear case of military insensitivity to human considerations, that it is easy for an emotional orator to paint the Navy as a military gargantua, ruthlessly and knowingly suppressing the Culebrans and making their life a hell. You and I may believe that the normal inertia of a military bureaucracy is a far more plausible explanation of the Navy's visible reluctance to give up a target area which it has held for 35 years. But this is not an easy or comforting explanation to make to the people of Culebra who continue to suffer from bombardments, or to their friends and relatives in Puerto Rico. Therefore, the independentists have seized on Culebra as a rare opportunity to whip up anti-American sentiment, and they have done so with some success.

What this adds up to is that it is most important, in the interests of our larger ties, that every possible step be taken to eliminate quickly any legitimate source of potential anti-Americanism. The other independentist fall largely on deaf ears in Puerto Rico, where the great majority of the people have a good sense to put them in sober perspective. But Culebra, if allowed to fester, is certain to become increasingly a "cause celebre," and one which will lead to growing anti-Americanism and thereby play increasingly into the hands of the proindependence forces in Puerto Rico. For them, Culebra is a made-to-order issue and a political God-send, which they would like to be able to exploit as long as possible. Already, we are aware of plans by the independentists from Puerto Rico to move in considerable numbers to the island of Culebra, which would be a municipality living in tents, if necessary, in order to be able to dominate the voting there in up-

coming elections. They seek to take over the Island of Culebra politically and to use it as a base for future operations, and also undoubtedly to stir up anti-American sentiment. For most Puerto Ricans, on the other hand, and particularly for those who support the Commonwealth. Culebra is a problem which must be resolved as quickly as possible precisely so as not to allow anti-Americanism to feed on the issue.

Therefore, I believe that responsible leaders in Puerto Rico and here in the United States have a particular obligation to deal with Culebra primarily in a political context, to take it out of bureaucratic channels and put it in the jurisdiction of politically sensitive bodies and, above all, in the hands of the Congress.

We have been grateful that so many senators and so much of the American press have already shown such understanding and support in reacting to the human drama of the Culebrans. In all likelihood, however, there are probably very few persons in the United States, even in Congress, who are sufficiently aware of the political dangers if the Navy remains in Culebra, or even appears to be trying to remain there, despite its firm commitment to leave.

In many ways, therefore, the funding of a suitable alternative is the acid test. If no funds are voted for an artificial island, I fear that at a later date we may hear from the Navy that, since no "feasible" alternative has presented itself for firing operations, it must delay its departure from Culebra—perhaps indefinitely. At that time, moreover, I also fear that the Navy may allege that the Culebrans themselves have had a change of heart, and that they are reasonably contented to allow the Navy to continue its firing upon them.

Any such ploy, however congenial to the bureaucratic mind, would be a political disaster. The U.S. Navy would thereby appear guilty of cynical bad faith and duplicity in the eyes of Puerto Ricans and, by derivation, so would the American Government itself. The anti-American elements and the independentists would have a field day in Puerto Rico.

Even for the Navy itself, this would be a grave mistake. For the Navy, the greatest risk is that by trying to hold on to Culebra tenaciously, it may so stimulate anti-American feeling that it may eventually compromise its position in far more important bases in Puerto Rico, such as Vieques and Roosevelt Roads. This would be tantamount to elevating short-term tenacity to long-term folly.

I am not unaware that $50 million is a sizable sum. But I believe that it is not excessive to retrieve what is already an unfortunate situation, and to avoid one which might become even more damaging both for the United States and Puerto Rico.

I therefore urge you to approve the Gravel amendment, so that an early solution of the Culebra problem can become a reality.

(The statement of Mr. Colon follows:)

My name is Rafael Hernandez Colon. I am President of the Senate of the Commonwealth of Puerto Rico.

Let me thank you for inviting me to appear here today. I welcome this opportunity to appear on behalf of the Senate of Puerto Rico in support of Senator Gravel's Culebra amendment to the Military Construction Authorization Act.

I have been increasingly concerned since early last year with the importance of finding an early solution to the problem of Culebra, with which the United

States Senate has already become quite conversant. Yet, in spite of the strong, unified sentiment of the Puerto Rican people and the express concern of the U.S. Senate, the small, inhabitated Island of Culebra continues to serve as a target for U.S. Navy guns and bombs in training exercises.

Along with most Puerto Ricans, I believed that the problem was on its way to resolution last January 11, as a result of an Agreement signed in Culebra by John Chaffee, Secretary of the Navy; Luis A. Ferre, Governor of Puerto Rico; Ramon Feliciano, the Mayor of Culebra, and myself as President of the Senate of Puerto Rico.

By the terms of this Agreement the Secretary of the Navy pledged to investigate alternatives to the training conducted at and around Culebra, with the purpose of finding feasible alternatives that eventually would permit the transfer away from Culebra of all firing operations conducted there.

The Defense Department has now found such an alternative.

A Defense Department report, "Culebra, Overview and Analysis, April 1, 1971," prepared as directed by the Military Construction Authorization Act of 1970, and submitted to this Committee, concluded that "Culebra can be 'replaced' for at most $50 million . . ." This conclusion by the Defense Department was responsive to the express hope of the three Puerto Rican signatories to the January 11 Agreement. Paragraph 12 of the Agreement stated:

"It is the position of the Puerto Rican Government, Governor Ferre, Senate President Hernandez Colon, and Mayor Feliciano, that the Navy should terminate all training operations on Culebra and its neighboring Cays within a reasonable period. It is the hope of the Signatories listed above that study that the Department of Defense is required by law to undertake will conclude that this is feasible."

The Defense Department conclusion that Culebra can be replaced also is, I might add, consistent with Senator Symington's view as expressed in the Congressional Record of August 14, 1970. I would like to take this opportunity to express the appreciation of the Puerto Rican people for the firm position taken by Senator Symington and other Senators in favor of the complete prohibition of all naval shelling and air bombardment of the Island of Culebra and its adjacent keys and waters.

The $50 million figure in the Defense Department Report referred to the cost of constructing an artificial island, preferably 3½ miles east of Vieques, Puerto Rico. Since such an artificial island would be uninhabited, transfer of training operations there not only would eliminate avoidable risk to innocent civilian life but also would make possible less restricted, more realistic and varied, and, consequently, superior training. To this extent it should enhance our national security.

The Agreement of January 11, 1971 was, in the view of most Puerto Ricans—including myself—a clear-cut commitment by the Navy to cease its firing and training operations on and near Culebra when a suitable alternative was found. Since that time, however, following a statement by Secretary of Defense Laird on April 1 of this year, there have growing doubts in Puerto Rico if the commitment were really as firm as we thought. There is particular concern that Secretary Laird's statement may reflect a desire to put off any final Navy decision until after the 1972 election, in the hope that the Culebrans might then be induced to accept an indefinite continuation of firing operations there. The strong accent in the Defense Department Report on suggested public relations activities at Culebra, and on the desirability of creating additional jobs there, gave further currency to this doubt. In the event that the Navy itself does not testify in support of Senator Gravel's amendment, I believe that this will be viewed in Puerto Rico as further confirmation of the growing fear that the Navy is less than candid in its expressed intent to leave Culebra.

I would like to give you some feel here today, not only of the importance of this issue of Culebra to the Culebrans, but even more of its larger importance for relations between the Commonwealth and the mainland United States.

As you know, we are American citizens, but with a difference. Puerto Rico enjoys a large area of autonomy and self-government within the Federal system, in a completely unique relationship which derives from the fundamental recognition by the U.S. Government of Puerto Rico's right to self-determination. We have exercised that right by choosing to maintain close ties with the United States as a self-governing Commonwealth.

In support of our U.S. citizenship, moreover, we have fought in every American war from World War II to Korea and Viet Nam, and Puerto Rican soldiers have earned a disproportionate share of decorations for bravery in these con-

flicts. In addition, a large part of Puerto Rico, despite our acute shortage of land, is given over to providing bases for the U.S. armed forces. Puerto Rico, in other words, more than holds up its end in the common defense.

Against this background, it is most unusual when virtually *all* Puerto Ricans—covering the entire political spectrum—feel so strongly that a specific operation of the U.S. armed forces has become intolerable. Yet that is the feeling of 99% of Puerto Ricans today as regards Culebra. This strong and unanimous feeling is the essential reason why it is so important to resolve the Culebra matter quickly, and without ambiguity or reservation.

Let me give you some insight into the political problems which Culebra has stimualted. We live at a time in Puerto Rico, as in the rest of the United States, of rising discontent and vocal protest, some of it justified. In Puerto Rico, however, the most radical protest takes the form of anti-Americanism—often in conjunction with the New Left in the United States—and is associated with various splinters of the pro-independence movement.

Until a few years ago, the sentiment for independence was virtually nonexistent. In numerous elections over the last two decades, the independentists rarely won more than 2% to 3% of the vote. The pro-Commonwealth center, in normal years, consistently won about 60% of the vote and the pro-statehood party less than 40%. However, there is now visible an appreciable growth in independentist activity. Moreover, in my opinion, this heightened independentist drive is at least partially related to Culebra.

The reason is this: Culebra represents, in Puerto Rican eyes, such a clear case of military insensitivity to human considerations, that it is easy for an emotional orator to paint the Navy as a military gargantus, ruthlessly and knowingly suppressing the Culebrans and making their life a hell. You and I may believe that the normal inertia of a military bureaucracy is a far more plausible explanation of the Navy's visible reluctance to give up a target area which it has held for 35 years. But this is not an easy or comforting explanation to make to the people of Culebra who continue to suffer from bombardments, or to their friends and relatives in Puerto Rico. Therefore, the independentists have seized on Culebra as a rare opportunity to whip up anti-American sentiment, and they have done so with some success.

What this adds up to is that it is most important, in the interests of our larger ties, that every possible step be taken to eliminate quickly any legitimate source of potential anti-Americanism. The other independentist arguments fall largely on deaf ears in Puerto Rico, where the great majority of the people have the good sense to put them in sober perspective. But Culebra, if allowed to fester, is certain to become increasingly a "cause célèbre" and one which will lead to growing anti-Americanism and thereby play increasingly into the hands of the proindependence forces in Puerto Rico. For them, Culebra is a made-to-order issue and a political godsend, which they would like to be able to exploit as long as possible. Already, we are aware of plans by the independentists from Puerto Rico to move in considerable numbers to the island of Culebra, living in tents, if necessary, in order to be able to dominate the voting there in upcoming elections. They seek to take over the island of Culebra politically and to use it as a base for future operations, and also undoubtedly to stir up anti-American sentiment. For most Puerto Ricans, on the other hand, and particularly for those who support the Commonwealth, Culebra is a problem which must be resolved as quickly as possible precisely so as not to allow anti-Americanism to feed on the issue.

Therefore, I believe that responsible leaders in Puerto Rico and here in the United States have a particular obligation to deal with Culebra primarily in a political context, to take it out of bureaucratic channels and put it in the jurisdiction of politically-sensitive bodies and, above all, in the hands of the Congress.

We have been grateful that so many senators and so much of the American press have already shown such understanding and support in reacting to the human drama of the Culebrans. In all likelihood, however, there are probably very few persons in the United States, even in Congress, who are sufficiently aware of the political dangers if the Navy remains in Culebra, or even appears to be trying to remain there, despite its firm commitment to leave.

In many ways, therefore, the funding of a suitable alternative is the acid test. If no funds are voted for an artificial island, I fear that at a later date we may hear from the Navy that, since no "feasible" alternative has presented itself for firing operations, it must delay its departure from Culebra—perhaps indefinitely. At that time, moreover, I also fear that the Navy may allege that

the Culebrans themselves have had a change of heart, and that they are reasonably contented to allow the Navy to continue its firing upon them.

Any such ploy, however congenial to the bureaucratic mind, would be a political disaster. The U.S. Navy would thereby appear guilty of cynical bad faith and duplicity in the eyes of Puerto Ricans and, by derivation, so would the American Government itself. The anti-American elements and the independentists would have a field day in Puerto Rico.

Even for the Navy itself, this would be a grave mistake. For the Navy, the greatest risk is that by trying to hold on to Culebra tenaciously, it may so stimulate anti-American feeling that it may eventually compromise its position in far more important bases in Puerto Rico, such as Vieques and Roosevelt Roads. This would be tantamount to elevating short-term tenacity to long-term folly.

I am not unaware that $50 million is a sizable sum. But I believe that it is not excessive to retrieve what is already an unfortunate situation, and to avoid one which might become even more damaging both for the United States and Puerto Rico.

I therefore urge you to approve the Gravel amendment, so that an early solution of the Culebra problem can become a reality.

Senator SYMINGTON. Thank you, Mr. President. We appreciate your testimony.

Mr. COLON. Thank you very much.

Senator SYMINGTON. The next witness will be the Honorable Ramon Feliciano, Mayor of the Municipality of Culebra.

Mayor, do you have a statement?

STATEMENT OF HON. RAMON FELICIANO, MAYOR, ISLAND-MUNICIPALITY OF CULEBRA, COMMONWEALTH OF PUERTO RICO

Mayor FELICIANO. Yes.

Senator SYMINGTON. Would you like to read it?

Mayor FELICIANO. Yes.

My statement involves the opinion of the Culebrans about the phrases just made before by Mr. Córdova. It says that the Navy will leave Culebra in 1975 unless otherwise the Culebrans decide another thing.

Mr. Chairman and distinguished members of this committee, my name is Ramon Feliciano and I am the Mayor of the Island-Municipality of Culebra in the Commonwealth of Puerto Rico. In that capacity I come before you today.

It has been with great pleasure that I have accepted the kind invitation extended to me by this committee; and in doing so, I have done it with only one purpose: to reaffirm my endorsement to the commitment made by the Navy and the Defense Department of the United States to substitute Culebra and its adjacent ways with an artificial island as a place for target practice.

Senator Gravel's amendment to the Military Construction Authorization bill, if enacted into law, would transform this commitment into the reality of peace for Culebra. As the only person authorized to speak on behalf of the entire municipality of Culebra, I wish to inform this committee that the people of Culebra overwhelmingly support this amendment which we hope will bring an end to the danger and suffering we have so long endured.

This commitment that I have pointed out is contained in paragraph 11 of the accord signed in January of this year. That accord was signed by all the parties involved uberrimae fidei—of utmost good

faith. For that reason, and being one of the signers, I am mystified—and cannot accept—the recent proposal advanced by Secretary Laird to study new alternatives in relation to this matter and to hold, later on, a referendum among the citizens of Culebra.

The reality is that a referendum is not needed because the pulse of public opinion in Culebra has been taken on at least four different occasions during the long and anguished years in which we have dealt with this problem. On all those occasions, the Culebrans have expressed their firm determination in the sense that the Navy should totally abandon Culebra.

That determination continues firm today even though the Navy is creating jobs in Culebra to try to satisfy us in that manner.

I would like to point out two things and make one proposition in relation to this—not concerning the intentions of this initiative, which I know are the best; but over the way the program is being carried out.

First, the administration of it is in the hands of people who wish that the Navy stay in Culebra; this being in direct conflict with the desires of the great majority of our fellow citizens and of the best interests of the island. This situation has created a charged political climate and has involved the Navy in a sterile public debate from which no one will derive any benefit.

Second, employees from the Roosevelt Roads base—and I say employees, not officers of the Navy—are trying to get non-Culebrans to move to our island to take advantage of the new job opportunities and later to vote in the proposed referendum. The situation created is an intolerable one and is, additional, a clear intromission into the rights that the Culebrans have to decide what course of action they wish to follow, how to use and enjoy their land, and the opportunities that may appear in it.

This set of facts moves me to propose to the Navy that it immediately stop negotiating with a group of isolated citizens and instead offer its backing to the local government—which is the legitimate and constitutional representative of the people—and to channel the economic aid that it may wish to offer us through the mayor's office so as to attain a more equitable distribution of it.

Taking these steps the Navy would be reaffirming its good faith and would be contributing to bring back the ambient of mutual cordiality and sense of justice that made possible the signing of the historic agreement of this year and which should be the ambient in which to deal with all of our future relations.

That, gentlemen, and nothing less than that, is the position of the People of Culebra.

Thank you.

And now, Mr. Chairman, I have with me a letter from Mr. Joseph Grimes, Jr., a special assistant to the Secretary of the Navy.

Senator SYMINGTON. Would you like to file that letter for the record?

Mayor FELICIANO. Yes, sir.

Senator SYMINGTON. Very well.

Mayor FELICIANO. It is dated May 5, 1971.

Senator SYMINGTON. You do not have to read it now if you do not want to. You have completed your testimony. You may file it for the record.

Mayor FELICIANO. Thank you, Mr. Chairman.
(The letter referred to follows:)

DEPARTMENT OF THE NAVY
OFFICE OF THE SECRETARY
Washington, D.C. May 5, 1971.

Hon. RAMON FELICIANO
Mayor of Culebra
Culebra, Puerto Rico

DEAR MAYOR FELICIANO: Thank you for your letter to Secretary Chafee concerning alternatives to the use of Culebra for Navy training operations.

The Secretary of Defense's press release of April 1, 1971, announced that, as a result of the report to the Congress and the President on the weapons training now being conducted in the Culebra complex, he had directed the Navy to initiate immediately a number of actions. Among these directed actions was the initiation of land surveys, training maneuver analysis, and engineering studies required to provide the option of moving by June 1975 to a suitable alternative to the target areas on Culebra. The possibility of using an artificial island will be studied in this connection.

This announcement by the Secretary of Defense strengthens the agreement of January 11, 1971, and the Navy will continue to work with you and the other signatories to assure that the spirit and letter of each of its sections is fully carried out.

Sincerely yours,

JOSEPH A. GRIMES, Jr.,
Special Assistant to the Secretary of the Navy.

Senator SYMINGTON. Thank you very much.

The next witness is Mr. Ruben Berrios Martinez, president, Independence Party of Puerto Rico.

Have you a statement?

STATEMENT OF RUBEN BERRIOS MARTINEZ, PRESIDENT, INDEPENDENCE PARTY OF PUERTO RICO

Mr. MARTINEZ. Yes, Sir.

Senator SYMINGTON. Will you proceed?

Mr. MARTINEZ. Before I proceed, I would like to ask the chairman, there was a reference made in another statement to a question of fact. I would like to know if the chairman wants some clarification regarding it, because I have another version of the specific fact. I would like to know whether you would like me to read my statement then.

Senator SYMINGTON. Would you like to read your statement?

Mr. MARTINEZ. Oh, yes.

Senator SYMINGTON. Then please read it.

Mr. MARTINEZ. Could I clarify the question of fact which was made before I read the statement?

Senator SYMINGTON. All right.

Mr. MARTINEZ. Some references were made to the organization to which I belong, before, particularly one which I must clarify so that the record has the benefit of clarification, regarding the fact that there is a plan to move persons to the Island of Culebra on our part in order for them to vote in the next election. I just want to tell the chairman that that is absolutely false, and our belief in the full democratic freedom of Culebrans is total. We know that the Culebrans will decide by themselves what is best for them.

One year ago, I came to this Congress to demand in the name of the national interests of Puerto Rico the immediate withdrawal of the U.S. Navy from the island of Culebra, and to declare our unalterable intention to make life unbearable for the Navy in Culebra through all the means at our disposal within the context of our philosophy of civil disobedience, noncooperation, and peaceful militancy. Up to now, we have done what we believe is right to fulfill that promise. But up to now, what have the U.S. Navy and the U.S. executives done with respect to the Culebran problem? That is a question to which we propose to give an opinion regarding the amendment today. There has been in Puerto Rico and this committee should be informed about it, a history of deception during the last year. There has been in Puerto Rico during the last year and particularly the last 6 months, a history of deception which this committee should be aware of in order to take a position. In January, the U.S. Navy, using its colonial subjects in Puerto Rico for the approval of a pact which amounted to no more than bombardment by consent. The pact, hailed by the Secretary of the Navy and the colonial delegates as the solution of the Culebra issue did not solve the problem posed: the presence of the Navy in Culebra. It was nothing more than a fraud and a mockery of international respect.

But it did not achieve its objectives, this nor any of the others publicly states. First, because the Navy did not abide by its dispositions and violated it constantly. And secondly and mainly because it contradicted the expectations and aspirations of the Puerto Rican and Culebran people. Nobody in Puerto Rico was deceived by the trick. The explicit confession of the fraud and deception was the Department of Defense study on the Culebra situation published the first of April. But this study was another escalation in the history of deception.

1. Nowhere does the study stipulate or order or even recommend the withdrawal of the Navy from Culebra. It only says that a decision would be taken by the Secretary of Defense by late 1972. After the 1972 elections.

2. On the other hand, it presents some recommendations that establish the conditions for the postponement of the solution of the issue:

(*a*) It recommends the improvements of community relations in Culebra. As if the acute economic and spiritual problems of the Culebrans could be solved by the magical fiat of public relations!

(*b*) It proposes the employment of more Culebrans by the Navy. A classical example of an attempt of buying out the conscience of the people.

In fact, these hearings today are an admission of the failure of the study despite the claims of the Federal Government and the colonial authorities to the contrary.

The third stage in this drama is constituted by these hearings. Their purpose is to discuss the feasibility of the construction of an artificial island for the relocation on it of the military maneuvers up to now executed in Culebra.

But the Puerto Rican Independence Party has always insisted that Culebra must and should not be considered as an isolated case. Culebra is the sympton and crisis of the U.S. military's presence in Puerto

Rico. The edification of an artificial island near Vieques would mean the reinforcement of this military colonialism in Puerto Rico.

We demand not only the withdrawal of the Navy from Culebra. We demand the complete cessation of the militaristic use on the part of the United States of Puerto Rico. This implies that:

(*a*) We insist first on the withdrawal from Culebra;

(*b*) That military training be relocated outside of Puerto Rico;

(*c*) We clearly express our determination to struggle for the demilitarization of Puerto Rico; that is, for the complete eradication of the U.S. military colonialism in Puerto Rico.

The mere fact of discussing the construction of an artificial island reflects a colonial nearsightedness totally outdated in the course of modern history in our opinion. This colonial mentality has expressed itself by means of the argument that it is in the national interest to proceed with the military utilization of Puerto Rico and our islands. We ask: Whose national interest? Certainly not the interest of the Puerto Rican Nation and people, and as the events of the last week, relating to the disclosure by the New York Times and the Washington Post of the secret escalation of the Vietnam war, have clearly dramatized, not even the interests of the American people. Once again, it appears that what is termed "national interest" refers only to the interest of the U.S. Military Establishment.

By now, I do not have to stress this issue to you. The U.S. Congress, who in the American constitutional theory and tradition has the power to decide over peace and war, to provide the appropriations relative to the conduct of war, has seen itself the object of an unprecedented deception in the case of the undeclared, Presidential, Vietnam war.

We Puerto Ricans who fight for the national liberation of our fatherland since its intervention and military occupation at the turn of the century, are not willing to tolerate deception or fraud anymore. We warn you that we will carry our struggle up to the last consequences until Puerto Rico takes upon itself the control of its history and destiny.

In Puerto Rico, we have overcome the stage of credibility gap suffered by the American people and Congress. For us, there is absolutely no credibility at all regarding the U.S. Military Establishment.

Regarding the specific issue of Culebra, we suggest the following: that you adopt any of the first two alternative sites mentioned by the Department of Defense study for the relocation of the military training taking place in Culebra, namely Marquesa Key (southwest of Key West) or the Virginia Capes area. I am sure both Florida and Virginia will be willing to contribute in such a way for the national defense of the United States and to receive the benefits that the study of the Defense Department says that proceed from such military maneuvers.

We repeat that we will continue defying the U.S. military activities in Puerto Rico for considering them detrimental to the Puerto Rican sovereignty and the well-being of our people. In the past we have shown our determination to translate into liberating actions our will for freedom.

Thank you very much.

Senator SYMINGTON. Thank you.

Senator Cannon, any questions?

Senator CANNON. You say you are the president of which party?

Mr. MARTINEZ. I am the president of the Puerto Rican Independence Party, sir.

Mr. CANNON. How many members do you have?

Mr. MARTINEZ. The elections, are 2 years from now, so we do not know.

Senator CANNON. You do not know how many members you have? Do you have any kind of indicator from the past? Is this a new party?

Mr. MARTINEZ. I think the best indicator is President Herandez Colon's testimony in which he based his testimony on the fear that we might take a large unprecedented number of people on our side. He testified before me regarding that matter.

Senator CANNON. Do any of your members hold office in Congress at the present time?

Mr. MARTINEZ. No, sir.

Senator CANNON. So you do not know whether you represent 100, or 1,000 or 50,000 or what?

Mr. MARTINEZ. We know how many we represent.

Senator CANNON. How many?

Mr. MARTINEZ. Regarding the list of our party, but we do not know how many votes we will get. Nobody knows yet.

Senator CANNON. How many are represented in your party?

Mr. MARTINEZ. Nations are represented by those people who defend their rights, not by those who deny their rights. So we think we represent the will of the Puerto Rican people.

Senator CANNON. You said you know how many you represent in your party. How many is that figure?

Mr. MARTINEZ. Well, if you are interested in the polls, which is the best that can be said about that, they vary. Some polls will say 20% some 22%, some 25%, but the next election will answer that question.

Senator CANNON. Thank you.

Senator SYMINGTON. Thank you.

Mr. MARTINEZ. You are welcome.

Senator SYMINGTON. The next witness is Mr. E. J. Shoupe, Cleveland, Ohio.

STATEMENT OF EDWARD JOE SHOUPE, MANUFACTURERS REPRESENTATIVE, CLEVELAND, OHIO

Mr. SHOUPE. Thank you, Mr. Chairman.

Senator SYMINGTON. If you could summarize this statement, that would be well.

Mr. SHOUPE. All right.

Mr. Chairman, my name is Edward Joe Shoupe. I am from Cleveland, Ohio. I served in the U.S. Naval Reserve as officer in charge of the Shore Bombardment Unit in Culebra Island in 1945. I have come here on my own, at my own expense, because I feel that this operation was, in 1945 and still is today, very dangerous to the people living there. We have had many instances of bad marksmanship on the part of the Navy, and it was amazing that no one was killed at that time. Two weeks after I left there, nine men were killed by a 500-pound

bomb which hit my observation post. We had many ships that fired—three destroyers, six DE's, or one cruiser per day.

Shore bombardment is only useful in a close-fire support of an invasion force. I do not think we are going to do that any more.

I would like to bring out the fact that some ships, while I was in charge of this operation down there, could not even hit the island. The *Little Rock* was a prime example. Rear Admiral Bryant was sitting next to me while we were conducting that exercise, and he saw it; he had me berate the ship over the radio. I have had destroyers fire two successive salvos of two shells each in the same bay about 100 yards off the town of Dewey. A horse was killed and a Brahmin bull was hit by a 50-caliber shell from an aircraft.

There was another instance when a destroyer fired on the target range, went over the island, over the hill in the middle of the target range and had a straddle, where there was a shell on either side of a Navy vessel which had possibly 20 or 25 passengers in it.

There was another instance of a cruiser that was firing, and this ship fired two 6-inch shells that I would say were within 50 feet, went right by the observation post. Almost knocked us off the hill.

The people in Culebra were very helpful to us when we were there. I was under the impression that the Navy had ceased all this firing until I learned about its continuance last fall and volunteered my help for whatever it is worth to stop this firing. If an artificial island is the answer, then I am all for it because I do not think that these people should put up with this forever.

I think you have it all, sir. If there are any questions, I shall be glad to answer them.

(The statement by Mr. Edward Joe Shoupe follows:)

Mr. Chairman, my name is Edward Joe Shoupe. I reside in Cleveland, Ohio.

During World War II, I served as a Lieutenant, Junior Grade, in the United States Naval Reserve. In June of 1945 I was ordered to San Juan, Puerto Rico for temporary duty in connection with the shore bombardment training unit at Culebra Island, Puerto Rico. As the officers in charge of the ship-to-shore training conducted at Culebra during World War II, I became intimately aware of the danger these operations posed to the United States citizens residing on Culebra.

My conscience compels me to testify today in support of Senator Gravel's Amendment to terminate all shelling and bombardment at Culebra and its adjacent keys. I have no economic interest whatsoever in the Island of Culebra and I represent no one but myself. I have traveled from my home in Cleveland at my own expense to testify here today because I believe it is my responsibility as a United States citizen to speak out against the continuing shelling and bombardment at Culebra. From my personal experience I know it is wrong, dangerous, and unnecessary.

When I arrived at Culebra, the target range had just been laid out and construction of targets completed; a road was under construction up to the observation post, a small wooden building approximately 30 feet long by 15 to 20 feet wide. The elevation of the observation post was approximately 400 feet above sea level. Obviously, it had a full view of the western tip of Culebra Island on which ships would be firing. Firing schedules commenced almost immediately and it developed that all ships that could be routed to Culebra Island from the Atlantic Fleet were scheduled to fire on the target range. In addition, all ships which were being transferred from the Atlantic Fleet to the Pacific Fleet for the invasion of Japan received a day's exercise in shore bombardment on Culebra Island. One, two, or three destroyers were fired each day, or six DE's or one cruiser.

The cruiser exercise consisted of one and one half days. All ships in addition to the day's firing also participated in a night exercise.

All problems were fired on the basis of two-gun salvos and six salvos per problem. It is practically impossible to do an effective job of artillery spotting with single-gun salvos. It was also normal practice to issue a rapid fire order to the ship when the shells were bursting near the target. At this point the firing officer aboard the ship fired, at his discretion, as many guns as he wished. Many times this was six guns in very rapid succession.

Shore bombardment was conceived during World War II to provide close fire support to an invasion force. It was first used in the invasion of Africa. Until the time the Army invasion forces had landed their larger artillery, shore bombardment proved to be a very, very valuable asset to an invasion force. No ships had been trained in shore bombardment for this purpose prior to this time. The Culebra Island bombardment range was used primarily to train ships in shore bombardment who had never participated in this type of firing before. The gunnery problem is complicated for the ship when firing on a target that may be at various altitudes above sea level on shore.

It was probably this that caused the Navy to have so much trouble in hitting targets ashore on Culebra Island. The inability to hit a target has been well documented in the files in Washington because every round that was fired on Culebra Island was photographed from a PBY Aircraft using a Fairchild Aircraft camera. These pictures were developed and then returned to Washington, D.C. for analysis. The Washington Bureau measured the distance from the fall of shot to the target.

I personally recall a number of incidents of accidental firings and other practices which endangered the civilian population residing on this small island.

It was a surprise to me that there were many ships that had great difficulty in hitting the *island*. A prime example stands out in my memory of the cruiser *Little Rock*. During the *Little Rock's* firing exercise, Rear Admiral Bryant was sitting next to me while the exercise was being conducted. After many misses of the Island Admiral Bryant ordered me to call the ship and tell them "You stink". This order was carried out.

I was firing three destroyers one day and when destroyer number three fired, no fall of shot was observed in the target range. We finally discovered that the two five inch shells had gone astray over into the bay off the town of Dewey. A spot of a considerable down yardage and right yardage to bring the next salvo onto the gunnery range was given to the ship. The next salvo landed on the same place 100 yards or less off the town of Dewey. At this point the ship was excused from the exercise and later advised that they had trouble with their computer in the CIC room.

A destroyer escort fired its after gun directly at the observation post, fortunately their judgment of the range was poor and the shell landed approximately 15 to 20 feet below the observation post on the cliff on which the observation post stood.

The Coast Guard provided surveillance of both sides of the island in an attempt to prevent Culebran vessels from getting into the danger zone. This was not always successful and many times firing had to be halted to await Culebran boats to clear the area. There was one day when the aircraft of the admiral commanding the Caribbean Sea Frontier flew at no more than 1000 feet altitude between the firing ship and the target area. We obviously had to halt the firing at this point until the aircraft left the area.

There was another instance when a destroyer had a straddle, (where a shell falls on each side of a native boat). A cruiser was awaiting its turn to fire and it was requested to send its observation plane to observe if any of the Culebrans aboard the boat had been injured. The aircraft complied and reported it looked like all was well.

Three World War I cruisers were sent to fire on the target range and were manned by midshipmen from Annapolis. Although, as a safety measure, a danger line was drawn on the firing map furnished to each ship to prevent any ship from firing over the observation post, one of the cruisers ignored this safety precaution and fired two rounds which went past the window of the observation post within less than 50 feet. I ended the exercise for the cruiser at that point.

When the gunnery range was not being used for shore bombardment, many times an aircraft carrier would conduct a sortie against the target range using straffing, dive bombing and some high level bombing. On one occasion a bomb fragment killed a horse belonging to Culebrans. I do not know the location of the horse when hit with respect to the gunnery range. At another day an

aircraft from the carrier *Boxer* straffed a young bull belonging to an island resident. I directed the gunnery department in Norfolk, Virginia to pay the owner of the bull for its death.

The residents of Culebra were extremely cooperative and pleasant considering the great amount of noise and danger under which they lived. The sound of firing could be heard in St. Thomas, Virgin Islands as well as on the main island of Puerto Rico directly across from Culebra.

It was my responsibility to take every precaution to insure the safety of naval personnel ashore on Culebra as well as the residents living there. It was standard practice before commencing a bombardment exercise to sweep the gunnery range with binoculars to be sure that no Culebrans were on the target range. Several times Culebran residents were observed within the target area and firing was delayed until they had cleared the area.

One problem that was difficult to solve was that resulting from starshell illumination of the target area at night. The ship was supposed to illuminate the target area with starshells so that I could observe a target. When the proper illumination was achieved the ship commenced firing with additional guns at the target. When a starshell was ejected from the projectile to the rear of the flight of the projectile the casing continued on and many times complaints were received of these empty casings landing in and about the village of Dewey.

A bomb disposal officer frequently visited Culebra Island when no firing was being conducted. He assembled as many of the duds as could be found and exploded them. Several times, however, reports were received of Culebrans retrieving dud ammunition and taking it home with them. I repeatedly warned the residents on Culebra Island against this practice, and always managed to remove the unexploded shells from their homes.

Two weeks after I was ordered back to inactive duty, aircraft from an aircraft carrier conducted a strike against the target range on Culebra Island. Due to misinterpretation of the target area a dive bomber dropped two five hundred pound bombs one of which made a direct hit on the observation post. This bomb killed nine naval officers and men. The red flag was flying at the time on the observation post. Contrary to the statement made by the Navy, the observation post was unpainted and certainly not camouflaged in any manner whatsoever.

Another feature of the shore bombardment training exercise which, in my opinion, was fairly dangerous was the firing of low velocity ammunition at high angle to simulate firing on a defiladed area on the opposite side of the hills down the center of the target range. Because of the high angle required when these shells were fired, projectiles could reach an altitude of twenty-six thousand feet. Inasmuch as winds aloft were unknown to me it was always a worry that shells would be blown off course and land in the populated area of Culebra Island. Fortunately, this never happened during the time I was officer in charge of the bombardment unit.

Unfortunately, with the passage of 25 years probably many other incidents have been forgotten.

The only purpose of shore bombardment is close support of invasion forces and I have my own doubts as to whether the United States will be making very many invasions under the conditions of modern, Post World War II warfare; but assuming that the Navy has a legitimate need to continue to provide ship-to-shore training, my own experience convinces me that this is not an activity which can be safely and appropriately continued on the tiny, inhabited island of Culebra.

The people of Culebra have been subjected to continuous firing for at least 25 years. With the inaccuracies of firing and the mistakes I observed, in my opinion, it is a miracle that more Culebrans have not been killed. I do not believe it is morally justifiable to continue this training at Culebra. Therefore, I urge you to enact Senator Gravel's amendment which, as I understand it, would make it possible for the Navy to transfer its training to an uninhabited artificial island and which would definitely put an end to the war we have been waging against our fellow Americans on Culebra. The Culebrans deserve to be left in peace.

Senator SYMINGTON. Senator Cannon, have you any questions?

Senator CANNON. Does the range include the entire island?

Mr. SHOUPE. No, sir.

Senator CANNON. Just a portion of the island?

Mr. SHOUPE. Yes, it is the northwestern peninsula.

Senator CANNON. How big is it?

Mr. SHOUPE. How long is that range, I used to have a map of it, but I threw it away several years ago. I would say it is probably 4,000 or 5,000 yards long.

Senator CANNON. About how many?

Mr. SHOUPE. Four or five thousand yards long, which is a couple of miles.

Senator CANNON. And how wide?

I see a map here. Are there any people living on that part where the target range is?

Mr. SHOUPE. No, sir. No one is allowed to live there.

Senator CANNON. You know all of the services have target areas in our own country that we use very frequently.

Mr. SHOUPE. That is true.

Senator CANNON. They are not inhabited. They are close to inhabited areas. I am a little surprised that you say the Navy could not hit an island of that size.

Mr. SHOUPE. I say it many times, Senator Cannon.

Senator CANNON. It sounds to me like maybe they need more practice areas instead of less, if that is the case.

Mr. SHOUPE. It could be, but the firing of a ship moving is different than from an artillery gun on a target range.

Senator CANNON. What do the people make their living at that live on that island?

Mr. SHOUPE. I think fishing and up until recently, they sold or raised white rats for medical research which was not going on when I was down there. All they did was fish.

Senator CANNON. About 750 people on the entire island?

Mr. SHOUPE. Yes, but when I was down there I heard there were 900. I do not know how accurate that was, but it has decreased since then.

Senator CANNON. Thank you.

I have no further question.

Senator SYMINGTON. Mr. Shoupe, I noticed that you mentioned nine people were killed after you left.

Mr. SHOUPE. Yes, sir.

Senator SYMINGTON. They were U.S. Navy people, based on your statement?

Mr. SHOUPE. Yes, all of them were.

Senator SYMINGTON. Of course, it is unfortunate for anybody to be killed but——

Mr. SHOUPE. I had planned on being there that day. I'm glad I missed it.

Senator SYMINGTON. I am glad you did too.

Mr. SHOUPE. Thank you, Sir.

Senator SYMINGTON. Our next witness will be Mr. Manuel F. Iglesias, president of Electronics of Puerto Rico, Inc., Santurce, Puerto Rico.

Do you have a statement?

STATEMENT OF MANUEL F. IGLESIAS, PRESIDENT, ELECTRONICS OF PUERTO RICO, INC.

Mr. IGLESIAS. Yes, I do, Mr. Chairman. I have submitted, already my copies.

Senator SYMINGTON. Thank you.

Mr. IGLESIAS. I would like to read it if I may?

Senator SYMINGTON. If you will.

Mr. IGLESIAS. My statement is rather brief. I have titled my statement this afternoon, "Possible Technological and Environmental Solutions to the Culebra Issue."

First of all, I would like to introduce myself.

My name is Manuel F. Iglesias, president of Electronics of Puerto Rico, Inc.

Secondly, I want to thank the members of this committee, especially the Honorable John C. Stennis, for allowing me to be present before a committee of this august extraordinary legislative body, called the U.S. Senate. I consider it an honor and a privilege.

Realizing the tremendous work-load of this committee, I shall try to be as brief and as clear as possible in my testimony.

You will note that I have given my testimony a definite and specific title: "Possible Technological and Environmental Solutions to the Culebra Issue."

I want the members of this committee to be fully and completely aware of one undisputable fact—I am not an expert. I have always considered myself as a "generalist," not a "specialist." Even this topic has been subject to scrutiny and discussion at a Senate committee level under the direction of, I believe, Senator Jackson.

Therefore, if I am not an expert or a specialist, but just a plain generalist, I must make very sure that the members of this committee are completely aware of this generalist's education to permit me to offer possible solutions to the Culebra issue, in fields where the experts and specialists predominate. To wit: graduate of the School of Foreign Service, Georgetown University, in international economic policies, 1942; Yale University Communication School as a U.S. Air Force officer, 1943; Radar School and B–29 Project (both top secret at the time), 1943; China-Burma-India Operationial Theater 1944–45; Divisional Assistant Phillippines Branch, Far-East Division, U.S. Department of State, 1945–47; graduate studies in economics, Georgetown University 1946–47; executive business enterprises 1948–62; founder and president Electronics of Puerto Rico, Inc., 1962 to present.

I could also add in passing that politics—participating politics—have contributed to my education as a generalist.

We all know that for the last several months via mass media we have been bombarded by a plethora of statements regarding the Culebra issue. The Culebra issue is a geopolitical issue involving a multitude of facets—social, economic, political, and military. Does it demand an immediate, or a future solution? Must it be a political solution? Must it it be a social or economic solution? Must it be a military solution? In the final solution, what value is being given to

human lives? What value is being given to national defense and the security of our great Nation? To what extent does the U.S. Government want to cooperate with the official position of our Governor, Hon. Luis A. Ferre on the Culebra issue? Will the final solution using all geopolitical names be satisfactory to all concerned?

Why not a technological solution?

I would like to take the liberty to quote from a statement made by Hon. John Brademas at a recent hearing covering the Educational Technology Act of 1971 because I believe that it is relative to my exposition:

> Clearly, some Federal initiative may be required in a field like this in order to assure that education in the United States makes maximum use of the electronic revolution taking place in other areas of the life of our society. Yet to say this is not even to scratch the surface of the complexities surrounding the question of just how educational technology should be deployed. For technology is more than machines. Technology is all forms of applied knowledge, and thus it includes routines and techniques. And of course, the content or software transmitted through these new mechanical and electronic devices is itself technology or applied knowledge.

It seems odd that we accumulate a tremendous amount of technological knowledge, which to be beneficial to making must be applied knowledge, yet at times we fail to use it for the purpose for which it was designed. I believe what we are doing is limiting to the extreme, our newly acquired applied knowledge.

The Culebra issue is such a case. We send a man to the moon and spend in this project over $20 billion designing and developing the most sophisticated electronic equipment ever designed to accomplish a monumental task efficiently and at the same time give due consideration to safety of the human lives involved. The Christian attitude—and destiny—of our great Nation. But on the other hand we proceed to disturb and molest—and possibly endanger—the lives of 700 human beings peacefully living in a beautiful and typical tropical paradise named Culebra.

I don't think I will be wrong in stating that even the NASA scientists were making very sure that the living organisms of the moon, if any, would not be disturbed and contaminated by man.

It is my belief that the Navy can continue to use the naval facilities at Culebra for tactical and strategic naval exercises without endangering the lives of its inhabitants.

During World War II, I was one of a small group of radar officers, known as lead crew officers, attached to Gen. Curtis Lemay, 20th Air Force, who bombarded via electronic means—radar. Yet, by the time we moved from the CBI theater to the Marianas Islands, we had developed operational techniques in radar navigation and bombardment—including radar offset bombing. In Tinian, in our operational area, we set up a tactical and strategic lead crew school to teach how to bomb via radar. We used as our target Rota Island with dummy bombs—and this gentlemen, was in 1944, in a combat area, and in World War II. We used applied knowledge under very unfavorable conditions. Culebra is not Rota Island. Today's developments in the electronic and technological fields are unique. Culebra can be bombed electronically speaking without using any live or dummy ammunition. Both, surface and airborne naval units, can bomb and fire electronically; the

action can be recorded electronically; and the accumulated data can be telemetered and computerized to determine tactical efficiency.

Furthermore, with the consent of the Culebra Municipality and the Commonwealth Government, certain specific areas in Culebra could be built up—possibly solid structures of steel and concrete—just to reflect a proper echo (radar signal) from the electronic bombardment. This radar signal could be registered in a PPI (plan position indicator) scope and its output automatically photographed in order to evaluate and study the radar targets or blips.

It would be possible to telemeter electronic information from naval airborne craft, computerize it, and feedback to the pilot for tactical correction, reinforcement of action, etc. Basically, this is what I had in mind in trying to find a suitable technological solution to the Culebra issue. It is all involved in applied knowledge. I have no doubt that if the naval and military experts sit down, and play Chinese ping-pong with this suggestion, the results will be a set of definite and specific answers for the implementation of this idea.

I greatly believe in the sincerity of our Nation to find and develop correct and proper solutions to extraordinary problems where human lives are involved—Culebra is such a case.

However, if the experts decide that the technological idea involved here cannot be implemented, or that it is not feasible, or it is against naval logistics, it is quite obvious that the alternate solution is another island, natural or artificially constructed. I say quite obvious, because as long as there are human beings in Culebra, and the issue has been raised, it will remain a constant issue. This type of issue is detrimental to the best interests of the United States, affects the Christian image of our Nation, and it has international ramifications. Anti-U.S. sentiments breed on this type of issue.

On the assumption that the Caribbean frontier is a very important link of our Nation's strategic defenses, and that in our modern age it is very difficult to locate a natural island in this region suitable for naval training, I can come to the conclusion that an artificial island—man-made—could be the answer.

Here we are involved in another set of questions. Where to build it? What type and what size? At what cost? Will it affect the natural environment?

Today the entire world is becoming air and water pollution conscious. In the United States there are laws, plans, and programs to beautify and clean America. Puerto Rico is no different—we are also trying to beautify our lovely island.

How can we accelerate this beautification program of the United States and Puerto Rico on a joint venture and at the same time settle the Culebra issue, through environmental means, provided that technological means cannot be implemented?

My recommendation is to build an artificial island near Puerto Rico on a site suitable to U.S. naval forces for proper training and that this artificial island be built of junked cars and automobile tires, reinforced by steel and concrete.

The junked cars and automobile tires to be contributed to this cause would come from various State governments that would like to participate in this unique idea jointly with Puerto Rico. Also,

Federal agencies that are interested in the beautification of America should participate. It is obvious that the voluntary donation on the part of the State governments will give a flavor of mutual cooperation to solve a "geopolitical issue"—Culebra. At the same time, each State would move potential pollution material out of their territory into an artificial island in the Caribbean. It is also obvious that the execution of this plan will demand excellent cooperation between State and Federal agencies. The Department of the Interior must get involved, the Department of Transportation must get involved, naval and military transports must get involved. The solution of the Culebra issue would move America in a very positive way. The benefits for all concerned would be enormous.

This is also applied knowledge. It is my understanding that the State of Maine is planning artificial reefs made of junked auto tires that will be dumped to the ocean floor to provide the lobsters and the fish with breeding grounds. I would like to quote from a statement made by Mr. Robert L. Dow, Marine Research Director for the Maine Department of Sea and Shore Fisheries, who believes that this type of use of junked tires would aid the ecology: "It is better to use them here as a tool for the production of food that it is to dump them out on the landscape or to burn them. Then you would just be fouling the air." It is obvious that Puerto Rico will definitely benefit from the total development of the idea.

I am well aware that the logistics of such a plan are of a profound nature. The problem is complex, yet I have heard of building an artificial island for $50 million?

In conclusion, I would like to state that after the trip to the moon, nothing is impossible and that if every citizen of this great Nation decides to participate constructively in our democratic process, solution to problems will be found, and our Nation will move ahead.

I want to thank the members of this committee for the time they have given me, and especially allowing me to participate in this democratic process. The Culebra issue rests in good hands—those of the prominent members of the Senate of the United States of America. May God illuminate each one of you, individually and collectively, in arriving at the best solution to this probem. Thank you.

Senator SYMINGTON. Thank you, Mr. Iglesias, for your interesting testimony. We appreciate your comments before the committee.

Mr. IGLESIAS. Thank you, sir.

Senator SYMINGTON. Is Mr. Hector Mulero here?

(No response.)

Senator SYMINGTON. I understood that he would like to testify.

At this point, I shall submit for the record statements signed by Mayor William S. Brown and other officials of the city of Los Alamitos, Calif., and Dr. George Plumleigh, superintendent of schools, for the Los Alamitos School District, in opposition to the Navy's proposal to construct 300 units of military housing on the Los Alamitos Naval Air Station. These gentlement were unable to appear before us today, but have asked that this statement be made a part of the printed record for the consideration of the committee.

(The statements follow:)

CITY OF LOS ALAMITOS,
June 16, 1971.

ARMED SERVICES COMMITTEE,
Old Senate Office Building,
Washington, D.C.

Gentlemen: Following consultation with our Congressman, Richard T. Hanna (34th District of California), and U. S. Senators, Alan Cranston and John V. Tunney, we are taking this opportunity to urge your review and consideration of the deletion of a proposal by the Department of the Navy to include 300 housing units for the Long Beach, California, area as part of the Military Construction Bill for Fiscal Year 1972.

It has come to our attention that the Senate Appropriations Committee will be reviewing the Military Construction Bill; and, the proposed inclusion of these housing units within the City of Los Alamitos creates a most severe and critical problem for this municipal government.

We are taking the liberty of sending you a brief on this item (included herein), and have forwarded supplemental background material to Mr. Gordon Nease of the Senate Appropriations Committee staff.

We are a city of 11,800, and have been attempting to negotiate with the Department of the Navy for the future use of the 1,330 acre Naval Air Station, Los Alamitos, which lies within our city limits. To date, we have been unsuccessful in attempting to show the Navy that its proposed long range plan to bring 11,000 additional residents, residing on a tax exempt facility and generating minimal sales tax from private industry, would create disastrous affects upon an existing city of 11,800 persons.

As you will note in the attached brief, the City has been a long time friend of the Navy; however, the proposed impact and magnitude of the Navy's short and long range proposal for the announced phase out of Naval Air Station, Los Alamitos, is a situation that is, indeed, grave to this public entity.

We certainly hope that you can at least withhold consideration of this particular item until the federal government and this local government have greater opportunity to work together to develop alternate use of the Naval Air Station, Los Alamitos, which is compatible to both parties concerned.

Please consider this request as a protest to the inclusions of 300 housing units proposed for the Long Beach, California, area, as contained in the Military Construction Bill for Fiscal Year 1972.

We sincerely hope that you can assist Congressman Hanna, Senator Cranston and Senator Tunney in this matter.

Respectfully submitted,

WILLIAM S. BROWN, *Mayor.*

LOS ALAMITOS SCHOOL DISTRICT,
Los Alamitos, Calif., June 17, 1971.

SENATE ARMED SERVICES COMMITTEE,
Senate Office Building,
Washington, D.C.
(Attention of Gordon A. Nease).

Gentlemen: The Board of Trustees of the Los Alamitos School District is deeply concerned about the probable effect of the construction of 300 or more units of military family housing which is proposed for the Los Alamitos Naval Air Station facility for 1971–72. This number of units would bring us approximately 500 students and would require the immediate construction of an additional school. Implementation of the Navy's Master Plan proposal for 2,600 housing units in the next several years would bring the district approximately 4,000 additional students and would require five or more schools. We are currently using a number of sub-standard classrooms to house the district's enrollment of 4,600 students.

To date, our contacts with the Navy people have been pleasant and cooperative, and the Navy planners have indicated that they are most willing to make school sites on the Base available to the district. However, we do not feel the Navy has adequately examined the issue of funds for school construction and operation. PL–815, which would normally provide funds for construction of schools in Federally impacted areas, is four years and more than $100,000,000 in arrears in funding. The operating funds for schools available under PL–874 have been subject to intense Presidential criticism and veto in recent months.

The Los Alamitos School District is a low-wealth district with operating expenditures per pupil of $575, which is well below the California state average of $799 and far below the national average per pupil expenditure of $839. The impact of the construction of a large number of military housing units on the district without adequate funding for operation will only serve to drive us deeper into a hole. The voters of the district rejected two tax elections last year requiring severe program reductions including elimination of pupil busing.

An additional problem presents itself with the uncertain future for aviation activities on the Naval Air Station. A major disaster will befall the district unless a clear commitment is made to totally and completely abandon the aviation facility on the Base. Without such a commitment, the State will not permit us to construct schools on the Base property or within two miles, even if funds are available. The prospect of receiving some 4,000 youngsters without being able to construct schools for them is, to say the least, shattering. Such a a situation hardly seems consistent with the Navy's hope of developing a "model community".

In conclusion, I would urge Congress to take no action to fund additional housing units, either military or civilian, on the Los Alamitos Naval Air Station until some basic issues have been resolved. These issues are:

The future of aviation activity on the Los Alamitos Naval Air Station;

Funding for school construction and operation;

The ability of neighboring service agencies, including schools and cities, to provied adequate services for major increases in population unaccompanied by new revenue; and

The impact of any action on the local environment

I respectfully submit that the development of the property of the Los Alamitos Naval Air Station presents an opportunity for our Government, and in particular the Department of Defense, to demonstrate that it can operate in a coherent, rational manner; that it is able to examine the total consequences of its actions before major decisions are made; and to make such decisions based on the interests of all of those affected, not merely on the interests of those who are in a position to make themselves heard.

Sincerely,

GEORGE PLUMLEIGH, Ed.D.,
Superintendent.

STATEMENT

AN URGENT REQUEST TO THE SENATE APPROPRIATIONS COMMITTEE FROM THE CITY OF LOS ALAMITOS, CALIFORNIA, TO GIVE CONSIDERATION TO THE DELETION, AT THIS TIME, OF MILITARY HOUSING UNITS IN THE LONG BEACH, CALIFORNIA, AREA AS PROPOSED BY THE UNITED STATES NAVY IN THE MILITARY CONSTRUCTION BILL FOR FISCAL YEAR 1972

The City of Los Alamitos, California, in close cooperation with the Congressional Representative from this district, Richard T. Hanna, and California Senators Alan Cranston and John V. Tunney, is making an urgent plea to urge the Senate Appropriaitons Committee to delete a proposal by the United States Navy for the construction of military housing units in the Long Beach, California area as contained in the Military Construction Bill for Fiscal Year 1972.

The City of Los Alamitos, located in Orange County, California, is immediately east of the City of Long Beach and southerly of the City of Los Angeles in a highly urbanized and rapidly growing area. In 1942, the Los Alamitos Naval Air Station began operations on a 1400-acre site. At that time, this community was semi-rural and much of the population growth of the City during the past 28 years, was as a result of the Naval Air Station, Los Alamitos.

The City of Los Alamitos was incorporated on March 1, 1960, under the statutes of the State of California and, like all cities in the State of California, operates on an annual budget funded primarily from property tax, sales tax, business license receipts and certain subventions from the State.

The population of the City of Los Alamitos today consists of 11,890 persons within the incorporated City limits. The Naval Air Station, Los Alamitos, comprises approximately fifty (50) per cent of the total land resources of this City. The general community surrounding the Naval Air Station, Los Alamitos, con-

sists of the unincorporated residential community, Rossmoor, with approximately 13,000 residents west of NAS, Los Alamitos; the City of Seal Beach, located immediately southerly of NAS, Los Alamitos, consisting of 24,000 persons; the City of Garden Grove, immediately easterly of NAS, Los Alamitos, consisting of 120,000 persons; and the City of Cypress, located immediately north and east of NAS, Los Alamitos, consisting of 32,000 persons.

The general community affected by present and future considerations for NAS, Los Alamitos, also comprises the western Orange County cities of Stanton (2,2000), La Palma (9400) and substantial portions of the cities of Buena Park, Westminster and Fountain Valley, comprising another 102,000 persons.

Other public agencies in western Orange County that are directly affected by any uses for NAS, Los Alamitos, include two separate independent school districts; the Los Alamitos Elementary School District and the Anaheim Union High School District. Other public entities involved include the County of Orange and its various departments, the Los Alamitos County Water District, the Tri-Cities Fire District, area-wide Sanitation Districts and other smaller special districts, including Lighting and Mosquito Abatement Districts, that would be greatly affected by future development at NAS, Los Alamitos.

PRESENT CITY-NAVY RELATIONS

In the past two decades, the relations and communications between the City of Los Alamitos and the United States Navy based at NAS, Los Alamitos, has always been on an excellent level, despite the efforts of a number of neighboring communities to propose programs and plans that would restrict or prohibit air activity emanating from the Naval Air Station, Los Alamitos, this City, without exception, has always actively supported the Navy's Mission and role in its flight operations involving NAS, Los Alamitos.

Through the efforts of past and present City Councils and Planning Commissions, this City has done its best to protect the United States Navy from residential encroachment in areas adjacent to the Naval Air Station that could affect flight traffic. For example, in 1964, a high density residential development was proposed for the northeast section of NAS, Los Alamitos, and was prevented by residents of this City through a referendum election that repealed a zoning ordinance authorizing high density condominium development. Recently, upon request of the Navy, this City delayed for four months, an application to rezone property immediately north of the Naval Air Station until the Navy exercised attempts to obtain either fee title to the property or navigation easements over portions of it.

ANNOUNCEMENT OF CLOSING NAS, LOS ALAMITOS

On March 6, 1970, the Secreary of Defense announced that all air operations would be terminated at NAS, Los Alamitos, prior to July 1, 1971, and this Navy Reserve training facility would be closed. At that time the City of Los Alamitos, joined by eight neighboring cities, actively worked through the County of Orange, the State of California and the United States government, to prevent a possibility of this facility being converted for regional, nonmilitary air activities. Opposition was unanimously generated, primarily for the following reasons:

1. If a location for Naval flight operations was found to be unsafe due to increasing urbanization of the general area, this City felt it would be equally unsafe for civilian flights due to the encroachment of surrounding communities, as well as the close proximity to the Long Beach and Fullerton Municipal Airports.

2. A commercial air facility would have created substantal increased traffic on adjacent City surface streets, resulting in additional traffic control expenses for Los Alamitos.

3. The present restriction on locating schools near an air facility, by the local school districts, would continue creating a serious hardship for the community.

4. A dire need by the 400,000 residents of western Orange County for a regional park site.

Subsequently, on March 6, 1970, the City took the necessary steps to prevent future civilian air use of this property and went on record of its desire to participate in the future development of the Naval Air Station property, because of its major impact on the future of the balance of the community.

The City of Los Alamitos has, within the past year, sent three delegations of elected and appointed officials to Washington, D.C. to meet with various Congressional and Administration leaders, regarding the future uses of the Naval

Air Station, Los Alamitos. The City, on many occasions, expressed its desire to work closely with the Federal Government on seeing a development of this facility that was compatible with the community, as well as the needs of the Federal Government.

On December, 1970, representatives of the United States Navy presented to this City Council, at a public hearing, their proposed plan for the future development of the Naval Air Station, Los Alamitos, upon completion of phase out of air-related activities. Please review a copy of the transcript of the Council minutes contained herein. Briefly, the Navy proposed the development of 2600 additional residential units, maintainnig the existing 162 buildings for Reserve training and establishing a major regional commissary and post exchange.

IMPACT OF NAVY'S PLAN ON THE CITY

May we take this opportunity to highlight that the impact of the Navy's long-range plan on the City of Los Alamitos would be extremely grave. The Naval Air Station, Los Alamitos, approximately 98% of which is located within the boundaries of this City, constitutes nearly half of the total land area of Los Alamitos. Since incorporation in 1960, the City has operated within a balanced budget and has retained a healthy fiscal condition. The proposed Navy plan would result in approximately 10,000 to 13,000 additional residents on the Naval Air Station, Los Alamitos, based on an average Navy family ratio of four to five residents per unit.

Please imagine the effect of establishing a Navy community of 10,000 residents within an existing City of approximately 11,000 residents, which we feel will cause severe social and economic problems for both the Navy and the City of Los Alamitos.

1. The proposed Navy family would be physically and socially isolated from the balance of this community, resulting in minimal intermingling, due to geographical segration, as well as separate community facilities, services and programs.

2. In addition to social impacts, the City's present level of service costs approximately $70,000 per 1,000 residents, or approximately $800,000 for the proposed ultimate Navy community. With no revenue from a tax exempt residential development at NAS, Los Alamitos, a drastic hardship on the City of Los Alamitos would be created to maintain normal municipal services, including police and fire protection, recreation, animal control, park maintenance and other public services currently provided to the existing residents of this City.

3. In addition to the adverse affects upon the City of Los Alamitos, there are a number of other existing public entities and public utilities involved which would be severely affected by the Navy's proposed plan. For example, the sewer system as provided for the community by the Los Alamitos County Water District, a governmental agency who would be unable to indebt itself to provide necessary expansion of sewer mains to accommodate increased residents.

4. The police problem created by having 10,000+ additional residents, would be critical for this City. We presently have a 23-man Police Department providing services to the entire community, including police protection to the two year old, 202 units of Navy housing located at NAS, Los Alamitos, under the administration of the Naval Station, Long Beach. This results in approximately ten to twenty calls per week for police protection. Please note a copy of the enclosed letter from the Commanding Officer of the Naval Station, Long Beach, expressing his views on future police services to this area.

CITY'S POSITION WITH REFERFNCE TO THE NAVY

It has recently come to our attention that the Navy is proposing, in the Military Construction Bill for fiscal year 1962, the construction of an additional 300 residential units. As has been stated previously, this City has always maintained exceptionally good relations with the Navy. We recognize the need for a continued strong military posture and are extremely conscious of the re-enlistment problem of capable and well qualified, career personnel when adequate housing is lacking.

Los Alamitos is most willing to continue cooperating with the Navy and accepts its share of the housing needs required for Navy personnel. However, the City does have a basic responsibility to all present and future residents to not consent to any future Navy development where 300, 1000 or 26000 housing units would create various levels of hardship on the balance of the community.

There are many questions yet to be answered by the Navy on the future of NAS, Los Alamitos. There are also many questions to be answered by other governmental agencies on what the highest and best use for federally owned property in the center of a rapidly developing urban community, would be.

This city is working closely with the Department of Housing and Urban Development on exploring ways and means of seeking the highest and best use for this parcel, which is one of the largest, undeveloped plots of land in western Orange County.

At this point, it appears to this City that the United States Navy has completely ignored and disregarded the needs, the requirements and the desires of the City of Los Alamitos, the surrounding municipal governments and other area-wide governmental agencies in western Orange County. As you will note in the attached testimony, the recent presentation of the long-range Navy plan was met by this City with shocked amazement that such a plan could be conceived, totally ignoring the physical, social and economic input of the local community.

We might add that the Navy's plan was prepared without any consultation with local City officials, even though the City has, on a number of occasions, expressed its willingness to "sit down" with the Navy and work out a master plan of the property.

AN ALTERNATE PLAN PROPOSED BY THE CITY

As we stated previously, the City of Los Alamitos is certainly conscious of the Navy's needs and mission in this area, and is certainly willing to assist the Navy in solving some of its problems. However, as you can certainly understand, this City must continually be cognizant of its responsibility in protecting present and future residents, as well as working in concert with other local governmental agencies, including school districts and special districts, who would be greatly affected by the projection of a major influx of population, residing on a tax exempt basis.

Los Alamitos recently prepared a conceptual plan of the entire 1330-acre Naval Air Station property with the cooperation and assistance of the Department of Housing and Urban Development, under the active direction in this matter by Secretary George Romney. Our proposed plan included an imaginative residential, commercial, research-development, recreational and community facilities that would serve as a pilot program for a "new community" that would be privately developed and available for Navy residents.

The City of Los Alamitos is most desirous of seeing the ultimate development of this property on property owned or leased by the private sector, rather than by a government entity. While taxable property is not the only major source of revenue permitted to sustain municipalities, due to a city's ability, under the State of California laws, to generate revenue from sources other than property tax, school districts certainly depend, to a great degree, on property tax revenue.

We have submitted a copy of our conceptual plan for the development of the Naval Air Station, Los Alamitos, to the staff of your committee, with the primary intent of preventing any future Navy housing from being socially, economically and geographically segregated from the balance of the community. We strongly feel that to compound former mistakes that have led into this community division, would be a very serious error.

The City's conceptual plan includes large green belt areas, meandering through the entire development and would encourage the newest planning and construction techniques available at this time.

We realize that this federally-owned property could become a showcase for a variety of federal and local programs which could be utilized in many other areas of the United States that have similar problems. We are anxious to insure that the future of NAS, Los Alamitos, satisfies as many of the federal needs as possible, yet at the same time, results in an ultimate development that local governments can afford and we all can be proud of.

New concepts in residential living will be given top priority by this local government and we are positive that a higher quality of housing for Navy families can be developed than has been permitted in traditional Navy housing areas.

The environmental and ecological impact of the present Navy plan, both short and long range, on this City, is one which cannot be ignored. The increased traffic and resultant air pollution from additional vehicular traffic by 10,000 to 13,000 new residents, should certainly be minimized wherever possible, and the necessity of developing green belt areas and recreational facilities for the future residents of this area are vital issues for all of us to be concerned about.

CONCLUSION

In conclusion, the position of the City of Los Alamitos is to request that no further development occur at the Naval Air Station, Los Alamitos, either "piece meal" or ultimate development, until a solution is achieved by the federal government and the local governments, that will meet substantially all of the problems generated by the Navy, our local school districts and this City government. It is imperative that cooperation be developed between the Federal government and the local governmental agencies in order to achieve mutual objectives for all parties concerned.

The City of Los Alamitos respectfully requests the cooperation of the Federal Government and its various agencies, with this City to attempt to solve the present problems created by the recent plans for phase-out of flight activities at the Naval Air Station, as well as the present and projected needs of the Navy in the Southern California area.

The situation which is upon us in this community is probably not an isolated situation and we, the City of Los Alamitos, and the Federal government, have the unique opportunity to establish and implement a plan for the development of a new community which can serve as a guide and model for other areas of the Nation. This will require the extreme close cooperation of the local community with the various Federal agencies.

The City of Los Alamitos respectfully requests that authorization be withheld at this time for the inclusion of 300 housing units proposed by the Department of the Navy for the Long Beach, California area.

Respectfully submitted,

WILLIAM S. BROWN, *Mayor.*

In order to further present the impact problems of any and all proposed additional housing at NAS, Los Alamitos, please review the following revenue and expenditure projections based on the location of 250 additional units.

Our projections are based on current sources of revenue available to the City of Los Alamitos through funding permitted under the State of California, as well as present levels of public service being provided.

Source of revenue	Estimated cost	Justification
Property tax	-0-	No property tax could be levied by the city on Federal exempt property and structures.
Sales tax	$500	The city of Los Alamitos receives 1 percent of gross sales tax generated from businesses located within the community. It is anticipated that the infusion of new Navy residents in this community would generate consumer participation primarily in commissarys and post exchanges which are exempt from sales tax revenue.
Transient occupancy tax	-0-	The city of Los Alamitos receives a 5 percent tax on motels and hotels and there would be no affect on this source of revenue by new Navy housing units.
Franchises	1,200	The city of Los Alamitos receives a 1 percent payment derived from public utilities on amount of service generated by said utilities. This includes annual billings from the Southern California Edison Co., Southern California Gas Co., Southern California Water Co., General Telephone Co., and the Los Alamitos Disposal Co. Additional utility service to new Navy housing units would generate this income.
Business licenses	-0-	Business licenses are issued for revenue purposes to all businesses operating within the city. Any type of business operating on a military base would be exempt from any and all license fees.
Real estate transfer tax	-0-	There would be no real estate transfer tax paid on the sale of any property on federally owned reservations.
Animal licenses	300	The city of Los Alamitos is entitled to levy license fees on all dogs, although the cost of providing continuous animal control to residents exceeds the revenue obtained from licenses.
Bicycle licenses	20	This projection is based on the current bicycle license fee of 50 cents.
Building, plumbing, electrical and related permits.	-0-	All new construction, additions and remodeling of structures on a federally owned parcel does not come under the jurisdiction of the local government and, consequently, fees provided a municipality under the State of California Uniform Building Code, are not applicable to a Federal reservation.
City code fines	200	The violation of certain civil laws by additional residents in the community would provide this revenue.

Source of revenue	Estimated cost	Justification
Interest	$200	This is the projected interest we might obtain from any additional public funds received by the impact of residents in Navy housing.
Alcoholic beverage license fees	0	The annual fees collected from on-sale and off-sale liquor outlets would be nil from any facilities on a military base.
Motor vehicle license fees	5,500	All motor vehicles owned by anticipated residents of proposed naval housing would be subject to a State of California motor vehicle license fee, which is appropriated back to the local government. However, due to the high percentage of non-California residents who would reside in military housing, the per capita vehicle license fees projected from these residents would be, consequently, lower than the per capita vehicle license fees obtained from existing residents of the community.
Trailer coach license fees	200	Municipalities receive a portion of State license fees from privately owned pleasure trailers; however, this percentage would be considerably less for residents in Navy housing as per reasons presented for motor vehicle license fees.
Cigarette tax	2,500	This source of revenue would be a per capita sum prorated by the State of California on increased population.
Homeowners' relief tax	0	Since no property tax can be levied on residences located on federally owned land, the municipalities do not receive homeowners' relief tax payment provided by the State of California.
Zoning and subdivision fees	0	Since the city is preempted by the Federal Government on any and all zoning and subdivision development on a Federal reservation no fees for services rendered would be secured.
Sales of maps and publications	0	Due to the preemption of zoning and subdivision by the Federal Government on Federal reservations, the sale of zoning maps and zoning publications does not appear to be necessary for residents living on a military base.
Special police services	0	A minimum cost of services for the securing of copies of reports, fingerprinting, and police services at public functions such as dances.
Plan checking fees	0	All new building and structural improvements on federally owned property would not come under the jurisdiction of the local government and, consequently, no plan check fees could be levied.
Animal shelter fees	10	A minimum fee for the collection of stray dogs resulting from on or nearby Navy housing would be reclaimed at the animal shelter by the owner.
Weed cleaning fees	0	The local government would not have jurisdiction on a Federal reservation for annual weed and rubbish abatement.
Recreation fees	700	Recreation services are a major responsibility of this city government and due to an added influx of residents of tax exempt property, the city would be forced to require more fees for services rendered in recreation and less free recreation.
Swimming pool fees	300	The anticipated increase in revenue for use of the city's swimming pool for anticipated Navy residents.
Total general fund anticipated.	11,630	
Gas tax street improvement fund	7,500	This money can only be used for construction and maintenance of major arterial streets and highways in the community and is received by the State on a per capita basis.
Traffic fines	1,500	Anticipated annual traffic fines received per thousand additional anticipated residents.
Total anticipated revenues	20,630	

Proposed expenditure	Amount	Justification
General government administration.	$17,500	This is the cost to provide general government administration for an additional 1,000 residents in the community and includes additional cost of supplies and materials for the elected city council, additional cost of staff's supplies, equipment, services and printing, provided by the city manager's office, the city clerk and the city attorney, the additional overhead in the finance department the planning department, telephone, telegraph, and maintenance of government buildings, the city's newsletter, annual audit fees, legal advertising and publications, general liability insurance, additional life accident, and health insurance for additional employees; employer retirement contributions and State compensation insurance, and employer contributions for social security for additional employees.
Public safety	35,000	For each 1,000 additional residents, the cost of police and fire protection, building regulation and animal control, increase proportionately. Despite any Navy-provided public safety programs for onbase operations, the cost of providing additional police services for new residents on a military reservation, will generate additional traffic problems, juvenile prevention, investigation, and general policing in the immediate areas surrounding said base, will greatly be increased. There is also an additional cost in fire services and animal control.

Proposed expenditure	Amount	Justification
Public works	$5,600	While actual public works may or may not be a responsibility for the maintenance of streets, parkways and sidewalks on a federally owned housing development, the increased traffic generated from proposed military housing to the public streets and highways directly affected by traffic patterns in and out of the base and forces the local government to have to absorb a great cost of annual maintenance. A minimum amount has been projected for the city's responsibility annually per 1,000 new Navy residents, to maintain adjacent streets and highways, street sweeping, and sidewalks.
Public services	9,000	As stated previously, the requirement for additional city-sponsored programs would be automatic for an additional 1,000 residents. This city could not legally differentiate between present and future Navy residents versus non-Navy residents on the use and participation in community-wide recreation programs. It would be impossible to see local children who share school facilities and programs on a daily basis, having to utilize different recreation facilities, programs and activities during nonschool periods.
Total general fund expenditures.	67,100	
Capital improvements	54,000	2 additional traffic signals would be necessary on Farquahr Street at the northerly boundary of NAS, Los Alamitos to accommodate anticipated increased traffic volume generated from 1,000 new residents in Navy housing. Additional housing proposed by the Navy would generate the need for additional traffic signals in other peripheral locations of NAS, Los Alamitos
Total expenditures	121,100	

THE CITY COUNCIL OF THE CITY OF LOS ALAMITOS

SUPPLEMENTAL TRANSCRIPT, PUBLIC HEARING, DECEMBER 9, 1970

City Manager WILLIAM H. KRAUS. The financial feasibility of the proposed housing at NAS, Los Alamitos, based upon present revenue and expenditures which are permitted under the State of California to cities, provides for equal services for all residents whether they are federal housing residents or general residents. However, we would incur a major deficit each year in providing our services to these new residents. One question that has not been answered yet in today's presentation is, how does the City of Los Alamitos support and provide these services to Naval residents on the Naval Air Station? Based upon the existing revenue permitted for cities, under the State of California, for every 1,000 residents that would be added at NAS Los Alamitos, the annual revenue estimated per year would be approximately $20,680. For every 1,000 residents at NAS, the cost of service annually, based upon our present level of municipal service, would be just under $90,000 per 1,000 residents per year. Consequently, for every 1,000 residents, there is a net annual deficit to the City of Los Alamitos of approximately $70,000 .

Mayor WILLIAM S. BROWN. Thank you Mr. Kraus. Would anyone else from the City Council care to comment?

Councilman JOSEPH HYDE. Yes, I have several questions. I would like to ask one of the Navy representatives from Washington. Are you aware that the Navy has recently signed a lease for 2600 acres for agricultural purposes at the Naval Weapons Station in Seal Beach? Has this acreage been taken into consideration for housing?

NAVY. Those areas under agricultural lease at the Weapons Station are within explosive hazardous areas and housing cannot be developed in these areas. The government receives approximately $75,000 per year to lease that land for agricultural purposes which would normally lie dormant. In fact, it would cost the government to maintain the area. But these areas can't be occupied because of the explosive hazard.

Councilman HYDE. I happen to believe, sir, that this is a rather glib explanation since the Officers of the Weapons Station maintain their quarters in this area. You do have land there now, not in the explosive area. You know that, and I know that. Since 87% of the Naval Air Station, Los Alamitos is planned for your purposes, one thing is completely obvious, the Navy has its own consideration, as well as the Army, Coast Guard, Marines, Air Force and a few others. But you have not taken this City into consideration on what you will do. The other point that I would like to add is, do you believe a City of 10,000, which is roughly our population, can absorb the same Naval population impact

as Long Beach, a City of 390,000? Another thing that is quite obvious is you are dumping all unwanted things from the Los Angeles-Long Beach area into a small city. Have you considered the impact on us? Or does the Navy care to take this matter into consideration?

Mayor BROWN. Do you want an answer to that question now?

Councilman HYDE. Yes, I would like to know if we were taken into consideration and the impact on us.

Mayor BROWN. Councilman Kroesen, do you have a question?

Councilman KROESEN. This is in connection with Councilman Hyde's statement—no mention was made on what the Federal Government plans to provide. Does the Federal Government plan to furnish any services which ordinarily would be furnished by the City of Los Alamitos such as police and fire? Is this proposed development going to be an enclosed unit where you have your own police and fire? I don't think that has been made clear to me—we're talking about how much we have to pay, but you haven't told us how much you are going to furnish!

Mayor BROWN. Does the Navy team wish to answer this question?

NAVY. Yes, Sir. The Navy has planned this to be an "open unit" and we don't intend to put up fences or walls. However, we do plan to take care of the fire protection, to supply security for it, thus not being of any cost to the City of Los Alamitos. In just partial answer to Councilman Hyde—Yes, we have taken into account hitting Los Alamitos with 10,000 people. There are a lot of questions to be answered—you've seen a concept today and have taken into account what it would do to the City.

Councilman HYDE. In your eyes, what does it mean to the City?

Navy. In our eyes we think it can be very good for the City. We have to look over your cost and revenue figures, but just looking at some of them, they would not be true. If the Navy put in its own security unit and fire protection, it would not be a cost to you—you would have additional people who would be buying in your City and would, in fact, be spending money in Los Alamitos. We can give you no final answers other than to say, yes, we have looked at the problems.

Mayor BROWN. City Manager Kraus.

City Manager KRAUS. When the first 202 units of Naval housing occurred at NAS last year, which was not under the jurisdiction of NAS Los Alamitos, this City attempted to arrange a negotiation for police service with Commanding Officer of the Naval Station, Long Beach, but to absolutely no avail. Consequently, between 75 and 100 calls are presently being handled on private Federal Government property by the Los Alamitos Police Dept. Unfortunately, we can only look back to our most recent experience. There has been no arrangement or a reply to an arrangement for police protection, which incidentally, gentlemen, is our largest single outlay cost for service to the City of Los Alamitos.

Mayor BROWN. Do you have another question Councilman Kroesen?

Councilman KROESEN. I understand quite clearly that this is a conceptual plan, and I think we have made it most clear here that our gravest concern is that in our conceptual plan, we have set aside areas for a tax base to help offset expenses we would incur. In your further studies, I hope sincerely that you will work very closely with our City administration. If you don't, we would incur some major expenses which could bankrupt the City of Los Alamitos.

Mayor BROWN. Councilman Heiser, do you have any questions?

Councilman HEISER. Not at this time.

Mayor BROWN. I would like to direct three questions to the Navy. 1) In the statements that were made during this morning's presentation, the total Navy population considered in the FY-1972 estimates either now do, or will reside in the Long Beach area. These people are coming basically from existing Navy housing, as well as private rented housing now in the Long Beach area, is that correct?

NAVY. Yes, that is correct.

Mayor BROWN. The second question, what are you going to do with the property in the Long Beach area that is presently federally owned? What will happen to that property when present units are torn down and remodeled? Will it be put out for sale or reutilized in some manner?

Commander COURTWRIGHT. This is our deficit housing. These are the people we haven't been able to house—they are home living with their inlaws, or some other arrangement like that.

Mayor BROWN. They are not now in Navy housing?

NAVY. The population figures are illustrated by the five years-projection of personnel. We are not looking just at the population of today, or what we anticipate. We are looking at the figures that have been supplied by the Navy as the five-year projection in the Long Beach area. We take those people who are eligible for housing; as you may know, our lower pay grades are not taken into consideration in providing housing on a permanent basis. Unfortunately, we are not allowed to do that because they are not considered as career personnel and we can't program for them. We do have a large number of people in this category who are "thrown to the wolves". Next, we take into consideration all of the assets in the community, those that the Navy owns and provides whether they would be adequate or inadequate. We also survey our people who are living in the community. We also check with realtors and newspapers and other sources to see what is available in the community that haven't been taken advantage of by our people. We subtract all of these assets from the program on the number of eligibles we have and we come up with a deficit. Then the Department of Defense approves the program, takes ten per cent off, as a safety factor, and then we arrive at this 2,000 deficit. This 2,000 deficit is the result of our program deficit and these Navy people are not being taken care of today.

Mayor BROWN. Then, what is the estimate of cost to build this proposed facility? Has it been approved and has it been funded? Does approving constitute funding also?

NAVY. To my knowledge, there are no allowances within Navy funds for this kind of support. This is a concept of what can be done at Los Alamitos to take care of our military personnel, since our greatest problem right now is the retention of people. We want to take care of Navy people! This is at a conceptual stage. From this point on, the Western Division Naval Facilities Engineering command, represented by Cmdr. Dosier, will work in conjunction with an architectural engineering firm to now develop a master plan for the base. These things to which we are addressing today will be considered and some of the fine tuning will be done. The allocation of acreage to schools might or might not change. So we would like to say that those problems that have been brought up here this morning will certainly be considered. We will work with the local School Board also and the Navy will do everything in its power to attempt to secure necessary funding from whatever public laws there are.

Councilman KROESEN. Regardless of what we say here, the City of Los Alamitos and the community have always been pro-Navy. We have always lived well with the Navy and we like them! Our criticism here is very serious and points out only our concern for the financial situation we might be placed in.

NAVY. Yes sir, we understand.

Councilman KROESEN. We're not anti-Navy, we're just pro-Los Alamitos!

Mayor BROWN. More pro-Los Alamitos, then pro-Navy! What is the total defense requirement for all services, since you have included Air Force, Coast Guard, Army, as part of the DOD requirements at Los Alamitos? What percentage does this particular concept represent of the total U.S. problem of housing?

NAVY. I can't answer the total requirements of the DOD. I can say that the Navy's program deficit, throughout the United States, is 48,000 family units.

Mayor BROWN. Multiply this by the rate of 3.8, and we're taking care of some 2,000.

NAVY. We have an equally great problem in San Diego, Jacksonville, Florida, and San Francisco.

Mayor BROWN. These areas that you are going to increase in size, such as the commissary, is the purpose to release present areas in the Long Beach area that are used for these purposes?

NAVY. Yes sir. The commissary is presently located on a piece of property designated for a highway. The total commissary assets from all service requirements in a particular geographical area, are governed by Department of Defense planning factors. This is based on population, and square feet.

City Manager KRAUS. You have proposed a new city of 10,000 residents which is, in effect, a one to one ratio of the existing City of Los Alamitos, consisting of 10,000. You have highlighted some community facilities, and school facilities. You have shown some park facilities, exclusive of a golf course, with neighborhood parks scattered through the area. You've shown an inventory of the community activities, such as Youth Center and bowling alley. You will develop an ultimate community of two parts, a civilian city and a military city, an ultimate

city of 20,000 people, 10,000 on the north side of Farquhar and 10,000 on the south side of Farquhar. We're sharing the same schools and other facilities! Would the "public" facilities on the Naval base be open at all times to the public of Los Alamitos? Who would be responsible for administering program on "public" facilities at the Naval Base? Are you planning for a one to one relationship? What type of housing is proposed? Admiral Horace Byrd has made reference, in his original recommendations, to a mobile unit type development. Is this permanent-type housing, is this a modular-unit development, or a cluster development? Has the specific type housing been proposed?

NAVY. During the next six months that we fine tune this plan, we are going to give the rest of these factors a closer look. The general policy is not a fenced enclave for Navy personnel only! The recreational facilities which can by law be shared with non-military people, will so be done. Those facilities which, by law, must be limited to military personnel, such as the commissary and exchange, obviously must be done so! Therefore, as we plan this in more detail, we'll talk about parks, sizes and locations, and we certainly will work with you and the City of Los Alamitos. We wouldn't envision any type of mobile home or relocatable type structure. As you all are aware, many times factory-built or modular type homes are being bid by private contractors. We would envision no high-rise type of construction. Perhaps single units for some of the more senior officers, and duplexes, fourplexes and sixplexes for enlisted personnel. That really hasn't been considered, but it would not be a high density type of development.

City Manager KRAUS. In previous discussions and proposals there has always been the concept of retaining a portion of the air strip for some type of future national emergency! Has the concept of retaining open space or reusing any portion of the air strip been dropped from this conceptual plan?

NAVY. Yes sir, there is no plan for any airplanes to go in and out of Los Alamitos.

Councilman KROESEN. Will the golf course remain as a private Naval facility? I'm thinking about our park and recreation program. We try to balance and charge fees to make our Recreation Program pay for itself, with one third of our entire population paying the taxes for park and recreation program. We're going to be faced with the severe problem of funding a park and recreation program for 30,000 to 35,000 people, based on an income from 10,000.

Councilman HYDE. I think this illustrates another point! Does the Navy really intend to integrate this 10,000 into our population so that we are all one? To me it looks like it is gong to be a colony by itself! A good illustration of this is the point Councilman Kroesen brought out. The swiftest illustration we could get was whether you are going to keep your golf course exclusively, or (can it go City-wide recreation, which would include your 10,000 and our 10,000 and Mr. Baker's 15,000 in Rossmoor. He is the County Supervisor and represents Rossmoor. Los Alamitos has been rather a unique situation in that a small portion of the population always carries the burden for the larger, in this area!

NAVY. I will understand your problems when you talk about tax base that you must have and how we are going to dovetail with one another. I think the Navy very strongly recognizes your problem from your tax base; and one reason we do want the schools, for example, is that these schools would not only be for Navy children, they would be able to take care of your children. This is a service that we can provide for your community. There are certain facilities that will be on the Station and, by law, we cannot open those to your private citizens because these are paid for by monies taken from the exchanges where our own military people spend. The golf course is one of these! That golf course is supported completely by the profits from the Navy Exchange and it is our money that goes in and, under law, we are not permitted to let you come—except, Sir, I would be happy to have you as my guest some day and that way I can get you on. There will be other facilities, such as playgrounds and Little League Ball Parks, that I would anticipate that there should be no problems for us to share. Now, we are going to have to have a community within a community. In one respect that is quite correct! We are going to provide our own police protectional service, we are going to provide our own fire fighting protection. These are going to be Civil Service employees! Where are these people going to come from? They are going to come from your community. Where are the employees in our welfare and recreation departments going to

come from, our civilians? They are going to come from your community! So in one respect, gentlemen, we are assisting you economically as much as we can to provide permanent employment. Now I can't speak to whether there will be some area where you can have a development of a shopping center or Industrial Park. I could not speak to that, nor the gentlemen here. Perhaps some place along the line, a little horse-trading might occur, and you might get something like this that would present you a tax base. We look at it very strongly as developing a model Navy housing community that will be an example to the whole 48 states. If you will permit me, I think this should be of great pride and honor to the City of Los Alamitos to have such a development located within it. Now I hope I have dispelled some of your fears, I know you have many more and we are very happy to discuss with you. Thank you Mr. Mayor.

Supervisor BAKER. You have indicated here, as Mr. Kraus pointed out, a city almost self-contained of about 10,000 people within another city of 10,000, and you have indicated that you will provide much of the municipal services, such as law enforcement and fire protection! I don't think you have given consideration to the offsite requirements that are brought on. Traffic that will go on the arterial streets, the impact of solid wastes and disposal of trash that is generated in this County averages about 10 pounds per person per day, or the effect of the drainage of the development. As a self contained unit, you would have sole discretion on how it would be laid out, but it must, of necessity, coordinate with the City and must, of necessity, coordinate with the County. The social services that are affected and generated by a City of 10,000 has a significant impact on the community, in such terms as Courts and Recorders. In 1964, a study of the municipal costs to maintain a single living unit in California, over a thirty year period, comes to about $11,000. Now this is a burden that must be borne. So, by looking at your plan, and recognizing that the Department of Defense, the Navy and others, comes to decisions on how they will use this, it occurs to me that in some ways how you may offset some of this burden is to surplus 126 acres. I believe, with a restriction that it be an industrial base, subject to the approval of the City Council, and the City of Los Alamitos: permit them then, to generate at least a part of this expense by this type of development, to offset those additional burdens placed on the City. I strongly urge that this be given your consideration. Naval housing is not paying its way. A living unit does not anywhere near pay the cost of government requirements; an industrial base could. An agricultural use does not provide any kind of revenue to the City. And so, I would urge that this matter be given closest consideration, subject to the conditions of the City, upon approval of the City, for an industrial area. It is hoped that this would not be excess for housing. Another question that I would offer, is the time frame of construtcion program. As you progress with your design and your plans, will the City Planning Department, as well as the County Flood Control District and our Highway Division, be incorporated in this plan so that, if it is necessary for us to budget for an arterial storm drain to go across county arterial highways, to service this 10,000 community, then it is necessary, on our standpoint, to have about a three year lead time from the point of planning to the point of construction. I realize that there are agents within the federal government that will assist with this construction, but: it is urgent that this City and the County be part of this offsite planning process.

Mayor BROWN. Thank you Mr. Baker. Does the Navy wish to comment on that?

NAVY. Some of the areas that the gentleman talks about is very, very true. Some of the other areas, if I may point out one, is garbage and trash in the area. We hire our own contractor for this: for example, in our other housing areas and on the Naval Station, Long Beach, this is a private concern; we pay for this service. We do not impose this service upon the City. Other areas that were talked about were quite true. But what you point out, and I hope these learned gentlemen understand, that they are going to carry these notes home to the Western Division, located at San Bruno. They are going to do the A and E study and the detailed plan will incorporate these and they will be coming down to see us quite often and I can assure you from where I sit, at the Naval Base, that we will coordinate with you and the City to see how these things will work out. I appreciate your comments because I'm not aware of these and it is very good to be aware of it.

Supervisor BAKER. Is it their intent to provide a self contained sanitation treatment plant?

NAVY. They have their own wells on the station.

Supervisor BAKER. Well that's the beginning, what about the finish? Then it becomes a part of the Sanitation District to absorb, while you can dispose of it from the site, it generally ends up in a public facility.

Mayor BROWN. If there are no more questions, I would like to say on my own personal behalf, that I am ex-Navy and very pro-Navy, and I am very proud of the Navy as it is, I am very proud that a couple weeks ago, we beat Army, and I am very proud of the fact that we have a unique opportunity to be first in something else. Los Alamitos prides itself in being first in many things, and this would be another first. The only thing is sir, I'm not sure I can afford you. Basically, I think that's really what we are getting down to, just how we can financially make this thing work. I think it is time that City Manager Kraus make the presentation of our Conceptual Plan.

City Manager KRAUS. I would like to present the City Council's position and record since March 6, 1970, when the Department of Defense announced the phase-out of NAS, Los Alamitos. The public record will show that prior to March 6, 1970, many of our neighboring cities in Western Orange County, including the City of Cypress, the City of Garden Grove, the City of Seal Beach and the City of Westminster, went on record opposing any expansion of the Naval Air Facilities. Some of the cities, in fact, even requested a study of a possible phase-out of NAS. Prior to March 6, 1970, the Los Alamitos City Council unanimously went on record that, as long as the Naval Air Facility was here, the Council was 100% behind it. The Council felt that NAS, Los Alamitos was an integral part of the community. Civilian or military, associated with NAS—employees, personnel assigned on base—weekend as well as full time, or retired personnel who located in the area to be near a Naval facility. This was an integral part of Los Alamitos in our master plan, which showed an ultimate City population of 13,000; and included a Naval Air facility as a key portion. On March 6, 1970, when the Department of Defense announced that NAS would be phased out, effective July 1, 1971, the City Council withheld action properly on master planning the base, ready to move in on July 1, 1971, and ready to assume the direction and leadership of the base. The City has, on many occasions, through visits by Councilman Kroesen, Councilman Hyde and City Attorney, Mr. Parker, visited with the Assistant Secretary of the Navy for Installations, Mr. Frank Sanders, and his advisors. The City has been attempting to find out the ultimate use of the Naval facilities, realizing that NAS is the property of the U.S. Government.

The City realizes that the Navy had objectives, but also realizing that the City of Los Alamitos has objectives. The City Council withheld action of master planning the facility, but adopted a conceptual plan, which attempted to highlight not only the financial advantages, but whether we would have a balanced community. Is there any other community in the United States that has a City with a certain population that would absorb an equal number of residents in base housing? Many of you in Planning are well aware that if a large industry locates in a community of 10,000, where the payroll is totally tied into the one large industry, many problems occur. Many communities are fighting the "one industry-town"! The entire economy of a town, including fiscal and social issues, the compatibility of the public, becomes greatly threatened. What is the compatible community situation for both the Navy and the City of Los Alamitos? Since March 6, 1970, the City has attempted to develop an ideal of an ultimate community! An ideal that realizes the need for some military housing, an ideal realizing there is a need for utilization of some of the existing buildings by military and defense department related activities, and the realization for the need to preserve open space and park area, which was highlighted by more than 12,000 residents in Western Orange County, who have signed petitions seeking open space development, green belt and park development, the same concept used in developing a new city in the eastern seaboard of the U.S. Consequently, this conceptual plan was prepared. The conceptual plan highlights 1200 housing units absorbing a population of approximately 5,000 people. It shows school development. The City is certainly in complete agreement with the Los Alamitos Elementary School District on the need for sites. I must stress that you can have all the sites built even have the Navy build the buildings if it were fiscally possible! The real question that the school district and other special districts have, is not the capital outlay considered, but operating costs, who pays for the teachers, supplies, administration, and the other related activity year by year? It's the on-going costs, or how to absorb this in which we are concerned.

On behalf of the Los Alamitos City Council, here is the conceptual plan. The conceptual plan was done by using the input of 1200 housing units, the input of open space, the input of green belt and the input of developing a fiscal base, such as an industrial park and/or a regional shopping center that would provide the ample funds not only to the City of Los Alamitos, but to the Los Alamitos Elementary School District, the Anaheim Union High School District, the various special districts and the County of Orange. The need to provide additional housing for the Navy because of the poor pay of the Navy enlisted personnel and the inability to secure housing is most valid. With the input of an industrial park, a commercial shopping center, plus the input of additional housing and open space, provided the dollar figure that can sustain operation, for both the City of Los Alamitos and the special districts and can provide the same level of service to these new residents at the Naval Air Station. The Los Alamitos City Council has expressed, on numerous occasions, that the City desires to have the residents as neighbors and not as those fellows over the fence. The one thing the community wants to avoid is creating a division, either psychologically, physically or economically. In order to develop one community called Los Alamitos, including the input of Naval housing, we could see housing developed there that would encourage good community development. In Long Beach, for example, you have Naval housing, but it is a part of a City of 390,000 people, you are only one drop in the bucket. In Los Alamitos if you have 10,000 Navy residents living with 10,000 civilian residents, we'd end up with two cities. Here is an existing residential development immediately on the westerly portion of the base; here is a residential development directly on the northerly portion of the base; there is a residential development in this northerly area, and in our neighboring cities of Garden Grove there is residential development in this area; in Seal Beach, there is residential development across the street on Lampson. We certainly, in effect, have created a nice green belt open area for our good neighbors in Cypress and Garden Grove, by creating a park development as a buffer zone for the Tempo homes, plus the Eastgate homes, with a green belt area here. You have even provided a buffer zone for a very small portion of Los Alamitos here, the Parkwood Los Alamitos homes. But, there has been absolutely no buffer developed for the greatest percentage of the residential development, in Los Alamitos, primarily the Rossmoor Highlands, the Old Dutch Haven Tract, the Suburbia homes and the older homes at the northern end, plus Dutch Haven. In this feeling, it's developing and expanding upon your present housing in the northwest portion. We certainly hope the proposed housing will not be a duplication of the type housing presently existing there. We realize that the Navy must retain a certain portion for present support activities and reserve activities.

In Los Alamitos, our only type of commercial development presently planned would be very similar to that type of development you are proposing for a major regional commissar. Our conceptual plan shows a great abundance of green, it is not a precise plan, it's a conceptual plan. It shows open space, it shows any type of usage be divided by green rolling open space, this is the whole key! When you see this, you react to green, open space! The Plan shows a regional shopping center and, in past discussions with the Department of Defense, the feeling was made clear by the City that there would have to be a need for some type of economic input on the base. As County Supervisor Baker pointed out, either in the form of an income producing regional shopping center and/or an industrial park. We pointed out in the economical feasibility, that an industrial park in Los Alamitos today nets, after costs of public services, approximately $1,000 per acre per year in City revenue. Consequently a 200 acre industrial park would net approximately $200,000 per year in City revenue, a far cry perhaps from the deficit that might be incurred as the original conceptual plan proposed by the Navy. This conceptual plan generally highlights what the Council adopted in August, highlighting the concept of realizing 1200 housing units with a population of 5,000. Some of the green area highlights school sites, and it shows an input of two key factors, an industrial park and a regional shopping center. In conclusion, while the fiscal concern is of major concern, not only to the City of Los Alamitos or the School District, but the County of Orange and the other special districts involved, we want to avoid a "Navy ghetto" within Los Alamitos.

Mayor Brown.—By charter, this City will be forced to reorganize itself with the implementation of that plan, because in our charter now, when we reach

the population consisting of 20,000, we would then have to redistrict ourself, enlarge the Council and reorganize the City organization. Whether or not these people would be Navy or Army, the population of the City would enter into that determining factor. This causes a change in City government. Secondly, the point of additional vehicular traffic, the average cost of $40,000 for traffic lights will be increased. This is something that the people living in the City and not living on the Naval Station would be paying for. These are rather expensive and they would be required, both for your people's safety and for our people's safety. I think the getting along together can be worked out, if we can find a way to afford it! We have people who are paying more than what they consider their share, and this will cause problems in both areas.

Councilman Hyde.—Last April, when City Atttorney Jack Parker and I were in Capt. Neil Clements office, he asked if we could live with 1500 units. We felt, representing the Council, that we could live with the 1500 units and our conceptual plan was drawn up including the 1500 units. It included something which this community needs now, and if you add more people you need it more desperately, and that is open space and parks. All you have offered us is something that is going to cost us a lot of money. What you have offered us is a Junior and Senior High School and what it is going to cost. The other thing—the cost of staffing! The Navy would donate the land, which is really the smallest amount of capital outlay. When we were back in Capt. Clements office, there was never any mention of 2600. Now it would be interesting to see what your ratio of population is to the 200 existing units. I never got the impression that Navy families were smaller than civilian families. I think the projection is small and I think you will find it closer to 11,000 to 12,000. The point is we love to get along with you and I think everyone on this Council and most of the community can demonstrate friendship.

RESOLUTION NO. 491, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALAMITOS OPPOSING A CONCEPTUAL PLAN FOR 2600 NAVAL HOUSING UNITS AT THE NAVAL AIR STATION, LOS ALAMITOS

Whereas, on December 9, 1970, the Navy Department presented a conceptual plan for the Naval Air Station, Los Alamitos, that would ultimately house more than 10,000 Navy residents, as well as providing extensive commissary and exchange facilities and other support facilities; and

Whereas, the proposed conceptual plan presented by the Navy also included utilization of all 126 buildings on the Naval Air Station for Military-related activities; and

Whereas, prior to March 6, 1970, the City of Los Alamitos, through its City Council, had consistently supported the present air usage of the Naval Air Station, Los Alamitos; and

Whereas, on March 10, 1970, the City Council of the City of Los Alamitos adopted a Statement of Policy expressing opposition to any future air-related activities at the Naval Air Station, Los Alamitos, following the announced phase-out of the current Naval air activity; and

Whereas, the City Council, on March 10, 1970, also expressed the desire to have an active role in planning for the future usage of the Naval Air Station, Los Alamitos, because this facility comprises nearly forty (40%) percent of the total land resources in the City of Los Alamitos; and

Whereas, the proposed conceptual plan of the Navy Department would create a severe financial strain on the City of Los Alamitos by requiring the provision of major public services to anticipated residents, either on or adjacent to said base; and

Whereas, the estimated cost of providing additional public services to accommodate 10,000 new residents in Los Alamitos would be an estimated $700,000 deficit per year for the City of Los Alamitos; and

Whereas, the cost of operating public facilities on the base including public school and recreational programs, would also create a severe financial hardship on the residents of the community; and

Whereas, the impact of 10,000 proposed new residents upon a city with a present population of 10,000, would in effect, create two separate cities within one; creating extremely serious social strains on both segments, and

Whereas, the effects of the proposed Navy conceptual plan would also have severe hardships on all other public entities presently serving western Orange County, including the County of Orange, the Los Alamitos Elementary School District, the Anaheim Union High School District, the City of Seal Beach, the City of Garden Grove, and the City of Cypress, the Los Alamitos County Water District, and all other special districts within this area: Now, therefore, be it

Resolved by the City Council of the City of Los Alamitos, That the Department of Defense and the Navy Department immediately forestall any further implementation of this conceptual plan because of its severe financial and social impace on the City of Los Alamitos; and be it further

Resolved That the Mayor of the City of Los Alamitos immediately appoint a task force comprised of representatives from all other public entities and public utilities affected by the latest proposal of the United States Navy; and be it further

Resolved That the City of Los Alamitos, as well as representatives of the various public entities and public utilities included on the proposed task force, meet as quickly as possible with representatives from the United States Navy, Department of Defense and the Congressional level, in order to work out a plan mutually compatible for the City of Los Alamitos, western Orange County, and the federal government; and be it further

Resolved That serious consideration be given for the future of the Naval Air Station by the federal government and its various agencies the implementation of the general conceptual plan recently prepared by the City of Alamitos which includes:

1. A 200-acre research and development park developed adjacent to the proposed twelve-acre Department of Health-Education-Welfare southwestern Educational Laboratories planned for the southerly portion of the base, that would provide a necessary tax base to the general community to help off-set anticipated costs that would be incurred by the various public entities in western Orange County with the influx of a new military dependent population.

2. A 100 acre regional commercial center in the southwest portion of the base that would generate new revenes to help off-set anticipated costs, and provide overall shopping facilities for new residents.

3. A major emphasis in the future planning of the Naval Air Station, Los Alamitos that would include a maximum amount of open space, "green belt" and park area, to provide badly needed regional parks for the highly urbanized Western Orange County.

4. A minimal number of housing units, preferably privately owned and developed, which could be available at competative rents or sale prices to military personnel. Proposed housing would be designed and implemented as a "totally new concept" to serve as an example of new, low-cost housing developments.

Be it further *Resolved* That the City Council of the City of Los Alamitos has always supported the vital role of the United States Navy in Los Alamitos and desires to continue to maintain an excellent relationship with this agency, and trusts that this City government and the United States government will be able to work out a program of mutual benefit to both agencies involved.

Passed, Approved and Adopted this 14th day of December 1970.

STATEMENT OF POLICY UNANIMOUSLY EXPRESSED BY THE CITY COUNCIL OF THE CITY OF LOS ALAMITOS, MARCH 10, 1970

RE: THE FUTURE USES OF THE LOS ALAMITOS NAVAL AIR STATION

Whereas, the Los Alamitos Naval Air Station has been an integral economic and geographical segment of this community for the past twenty-eight years, and

Whereas, the economic impact of the current uses of the Naval Air Station has been an extremely important factor in this community and its general well-being due to the eleven million dollar payroll generated annually by the Naval Air Station, and because an estimated twenty percent of this community's 10,000 residents are currently dependent upon this facility for their livelihood; and

Whereas, the geographical size and location of the U.S. Naval Air Station in Los Alamitos constitutes nearly two-thirds of the present total corporate limits of the City of Los Alamitos; and

Whereas, the City of Los Alamitos, through its duly elected City Council has consistently supported the present usage of the Naval Air Station due to its major economic impact on this community; and

Whereas, the announced decision on March 5, 1970 by the Secretary of the Navy, Department of Defense, to de-activate the present use of this property eliminates this present major economic factor of Los Alamitos: now, therefore, be it

Resolved, That the City Council of the City of Los Alamitos:

1. Shares the deep concern of the several thousand residents who reside within the Los Alamitos area, who will be directly affected by the de-activation of the U.S. Naval Air Station, Los Alamitos, and this City shall do whatever is possible to assist in the readjustment of Naval Air Station-related military and civilian personnel to make this transitional move more effortless.

2. Because of the enormous impact any future usage of this 1,550 acre site will directly have on the City of Los Alamitos, this City Council is hereby diametrically opposed to the planning and Legislative-Administrative control of this property by any other governmental agency, be it Federal, State, or County. To preempt the local governing body on planning and developing the ultimate use of nearly two-thirds of its land resources would be a gross violation of the basic principle of local control and self-determination.

3. The City of Los Alamitos, however, does realize that the ultimate development of the Naval Air Station will have a major impact on surrounding communities and will consider any and all recommendations for development during its deliberations.

4. The use of this property for other military uses would freeze two-thirds of this City's area from any future community development, and thus seriously endanger both the present and future economic and social well-being of the entire City of Los Alamitos.

5. The utilization of this site by the County of Orange for airport usage would be in direct conflict with previously stated principle of basic local determination by the City of Los Alamitos, and the administration by a County agency or agencies of the major portion of this municipality would completely preempt the role of local jurisdiction.

6. An airport of any size, nature or scope at the Naval Air Station would not be the best utilization of this area, and the City Council, reflecting the general sentiment of the public in this area, is strongly opposed to any use of this property for air-related activities.

7. Since the Department of Defense has de-activated the Naval Air Station because of increasing encroachment against air uses, it would be presumptuous for any governmental agency to consider any aviation uses at this facility, because of the continued build-up of the areas immediately surrounding the entire Air Station.

8. The City Council of the City of Los Alamitos strongly believes that it is mandatory that the local community, through its elected and appointed officials, completely master plan the entire Naval Air Station in order to determine its most feasible use by the entire community, which could include a balanced industrial park, a regional commercial center, as well as great emphasis on open space and "Green Belt" development.

9. The City Council further believes that this master plan should be initiated immediately in order to achieve full community awareness, support and involvement for the ultimate use of this property, and to advise all Federal, State and County agencies that, due to the tremendous impact any future uses of the Naval Air Station land area will play on this entire western Orange County area, the local governing body, the Los Alamitos City Council, shall exercise the major role in the future determination of this facility.

10. The City Council further actively welcomes the support by all residents of this area as to its necessary role as outlined in this statement of policy.

NAVAL STATION
Long Beach, Calif., Nov. 28, 1969.

CITY MANAGER,
City of Los Alamitos,
Los Alamitos, Calif.

DEAR SIR: This letter concerns the matter of making arrangements for police protection for 202 units of Navy Family Housing which have been recently constructed in an area which is located generally on the northwest side of the Naval

Air Station, Los Alamitos, California. These units are on land which is owned by the Federal Government and which is within the corporate boundaries of the City of Los Alamitos.

The residents of these housing units should be provided the same type of police protection afforded other residents of the City. No special problems are anticipated, but the families in the project should be assured that, in the event there is need for police protection, a response will be made to any emergency situation. Experience has shown that if a suburban area is patrolled there is usually a reduction in the number of petty crimes and misdemeanors which are prepetrated.

One aspect of the matter which is relevant in a minor way to the situation is the fact that the Federal Government has accepted exclusive legislative jurisdiction over the land on which the housing is located. As a practical matter, this should not interfere with arrangements for police protection because the situation is probably analagous to other situations in which a municipality furnishes police protection to Navy housing located within its corporate limits irrespective of the status of the legislative jurisdiction. Such an arrangement is now in effect in the San Pedro area.

Accordingly ,it is requested that you advise this Command what arrangements could be made with respect to providing police protection for these housing units.

If you would like to have a conference on the subject, it can be scheduled.

Sincerely yours,

C. E. STASTNY,
Captain U.S. Navy, Commanding Officer.

MINUTES OF THE CITY COUNCIL REGULAR ADJOURNED MEETING, CITY OF LOS ALAMITOS, LOS ALAMITOS, CALIF., DECEMBER 9, 1970

Call to order: The City Council of the City of Los Alamitos met in Regular Adjourned Session December 9, 1970, at 9.45 a.m., in the City Council Chambers, 3191 Katella Avenue, Los Alamitos, California, Mayor Brown presiding.

Pledge of allegiance.

Invocation.

Rollcall: Present—Councilmen Brown, Hyde, Heiser, Kroesen. Absent—Councilman Long. Present—Staff: William H. Kraus, City Manager; Doris G. Pass, City Clerk; John R. Parker, City Attorney.

Special items of the Day: No. 1—Meeting with the Navy Briefing Team from Washington, D.C. and Other Navy Officials.

Mayor Brown extended a welcome on behalf of the City to the Navy Officials present.

Captain Carpenter remarked that it is a pleasure to bring this presentation to the City this morning and stated that everyone is familiar with the background of the Naval Air Station, Los Alamitos. He added that this presentation was first heard the previous day at the Long Beach Naval Station and at this time would like to introduce Commander Green, who will introduce the members of the briefing Team that are present.

Commander Green introduced Commander Sanders, Commander Cortwright, Commander Doiser and chief briefer Kriser, from the Department of Defense.

Mr. Kriser stated that in March, 1970, the office of the Secretary of Defense stated that operations at NAS, Los Alamitos would cease July, 1971. He stated that the presentation today is only a conceptual plan of the way NAS may be developed to produce a "Fleet Support Facility." Generally speaking, proposed is a facility for families of personnel stationed in the Long Beach-Los Angeles area. This Plan was approved in October, 1970, by the Assistant Secretary of Defense and it will have to go to Congress for further approval.

A slide presentation followed. Commander Green stated that this is the conceptual plan for NAS, when flying is discontinued next year. It is a family support facility, which will be support for Long Beach. We are referring to this plan as the, "Fleet Support Center," it will be an annex of the Naval Station, Long Beach, and is fifteen miles from the heart of the Navy complex in Long Beach; one mile north of the Seal Beach Weapons Station and it is easily accessible. Slides showed the Naval Air Station, as a whole, 1,307 acres of land; controlled by Navy, with an additional 211 acres presently leased. He stated that the land not utilized will revert back to the owners, when flying is stopped. Of the existing land, 83% is used for flying, in addition, 1.7 acres is under lease for a F.A.A. Vortex. There are presently 126 buildings located on the Station with a total of 722,000 sq. ft. of floor space; 35% are permanent or semi-permanent

buildings. In addition to the buildings, in the core area, there are 200 family units, for enlisted personnel, and is under Long Beach Naval Station. The proposed development is for housing. This is based on the latest housing survey for the Long Beach area, which includes 2,130 officers and 27,159 enlisted men. Proposed for NAS Los Alamitos are 2,600 housing units, which will include the Navy, Marines, Air Force, Army and Coast Guard personnel. Of the proposed 2,600 units, 5% will be developed for senior officer occupancy and will be adjacent to the golf course; 20% will be for officers and the remaining 75% will be for the enlisted personnel. With the additional 2,600 housing units, plus the existing 200 units, we would have 2,800 families in Los Alamitos. This would be 9,800 people and 3,300 children are included. We would like three elementary school sites and a Junior-Senior High School, with the school construction, and operation the responsibility of the Los Alamitos School District, with the Navy providing the school sites.

We are proposing a maximum-use facility, with outdoor recreation facilities, along with the existing golf course, and additional facilities will be put in that are compatible with the housing. There will be an outpatient clinic and training for shipyard personnel. The Armed Forces training center will be around building 21. The Marine Corps Reserves will be in building 20, which will be for the Reserves from Compton and Long Beach. The Army Reserve will be in building 18. The two buildings to the north will be for reserve training. Auto maintenance and parking will be developed on existing runways. In addition to the reserve units, an additional Navy reserve unit will be established in hangar 1. The two buildings to the north are to be used for reserve, weapons and repair. The existing public works facility and three buildings will be retained to provide for administration of the family units. There will be a main commissary, located in building 2, to serve all Southern California military families. Building 18 will be converted into an entrance and examination center for Naval Reserve. The existing dispensary will be converted for outpatient use. The existing recreation building now has a bowling area, pool, theater, exchange, and other things, which would remain, and would be the heart of the community center. Building 15 for the NCO and the officers club will remain. The clubs are small and will remain small. He added that the Navy wants to retain these facilities. This total proposed development will utilize 87% of NAS Los Alamitos, the remaining percent will include 12 acres for the Department of Health, Education and Welfare. The remaining acres are under consideration by the Department of Defense for the future utilization of this land. This will be one of the most outstanding facilities in this area. This concludes the presenatation by the Navy.

A detailed discussion was held on the proposed development of NAS Los Alamitos. City Manager Kraus presented the conceptual plan as proposed by the City of Los Alamitos.

Mayor Brown and members of the City Council expressed deep concern regarding the financial and social burdens this proposed plan, as presented by the Navy, would place on the City of Los Alamitos.

Orange County Supervisor David Baker expressed concern regarding the impact the plan as presented by the Navy would have on the City of Los Alamitos and other surrounding agencies. He requested that the Navy give consideration to the possibility of declaring the 126 acres to the south of the present Navy facility as surplus property, in order that the City might develop it as an industrial tract, to generate taxes to provide financial assistance to the City for the additional burdens the housing units would place on the City of Los Alamitos.

Mayor Brown opened the meeting to the public.

Earl Kaltenvach, 1823 East 17th Street, Santa Ana, addressed the Council, speaking of the social impact the additional people at NAS Los Alamitos would have on the community.

Mr. George Plumleigh, Superintendent of the Los Alamitos Elementary School District, stated that at the present time there are no federal funds available for the construction of schools and added that it was learned in Washington that HEW does not encourage school construction.

No one else present wishing to be heard Mayor Brown closed the meeting to the public.

Motion by Councilman Kroesen, seconded by Councilman Hyde and unanimously carried to adjourn the meeting at 11:30 a.m.

Mayor Feliciano, it is my understanding that you would like to rise where you are and make some kind of statement.

STATEMENT OF MAYOR RAMON FELICIANO—Resumed

Mayor FELICIANO. I just want to introduce, when I go back to my home an affidavit signed by a group of people in Culebra, who will explain that statement that a group of independentists, even yesterday when I left the island, they were talking to the people of Culebra saying that they will invade the area where the Navy used to fire and they also will bring more than a hundred people from the main island to live in Culebra until 1970. I want for the record, permission of the Committee to enter that affidavit when I go back to Culebra.

Senator SYMINGTON. Thank you, Mayor.

Senator SYMINGTON. The subcommittee is recessed subject to the call of the Chair.

(Whereupon, at 3:45 p.m., the subcommittee recessed subject to the call of the Chair.)

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MILITARY CONSTRUCTION AUTHORIZATION ACT OF 1972

FRIDAY, JULY 2, 1971

The Military Construction Subcommittee of the Committee on Armed Services and the Committee on Appropriations met in joint session, pursuant to recess, at 2:30 p.m., in room 212, Old Senate Office Building, Senators Stuart Symington, (chairman); Jackson, Ervin, Cannon, Byrd, Jr. (of Virginia), Tower, Thurmond, and Dominick.

Membership of the Military Construction Subcommittee of the Committee on Appropriations is as follows: Senators Mansfield (chairman), Proxmire, Montoya, Hollings, Brooke, Boggs, and Percy. (Ex officio members: Senators Ellender, and Young of North Dakota).

Present: Subcommittee on Military Construction of the Committee on Armed Services: Senators Symington (chairman) and Byrd, Jr. (of Virginia).

Subcommittee on Military Construction of the Committee on Appropriations: None.

Also present: From the Senate Armed Services Committee: Gordon A. Nease, professional staff member; Herbert S. Atkinson, assistant chief clerk; and Katherine Nelson, asssistant to Senator Symington.

From the Senate Appropriations Committee: Vorley Rexroad.

Senator SYMINGTON. The hearing will come to order.

As you know, on June 22, we had several witnesses in regard to the Naval training activities on the island of Culebra. One of these was Senator Gravel who has proposed an amendment that would authorize and instruct the Secretary of the Navy to build an artificial island to be used in lieu of Culebra for training activities of the Navy. It would also require the cessation of all firing activities on the island no later than June 1, 1975.

Now, I trust you have studied the testimony presented. The purpose of the meeting today is to clarify the record on all points involved so we may make a study or a judgment as to what, if anything, further, should be done at this time.

We have a few questions here and I want each of you when you do testify to volunteer information you believe would help clarify the record. It appears that the principal point at issue is the lack of a specific date in the agreement signed last January to cease firing activities on Culebra, or a specific date to make a definite decision in regard thereto.

Mr. Joseph A. Grimes, Jr., Special Civilian Assistant to the Secretary of the Navy, will be our principal witness.

Do you have a statement you want to make, Mr. Grimes?

STATEMENT OF MR. JOSEPH A. GRIMES, JR., SPECIAL CIVILIAN ASSISTANT TO SECRETARY OF THE NAVY

Mr. GRIMES. No, sir, I do not, but I am prepared to answer any questions you may have.

Senator SYMINGTON. Well, I hope you will tell the Secretary that I would like to get this thing settled one way or another. People in my State have been after me about this situation for years, and it seems to be what you might say a mess. That is not intended as criticism of anybody in particular, it is just one of those things that has grown.

I would now ask a few questions.

How many civilians have been killed or injured by the Navy's operation on and around Culebra since it began operation there in 1936?

Mr. GRIMES. The Navy began operations on Culebra in 1936 and since that time there have been no claims for civilian injuries or death. There was one allegation made last summer that in 1958 there was a boy who was injured while playing with an explosive toy that was allegedly left by the Navy on Culebra. We looked into that incident and we found that the police had investigated it, that the boy had gone to a hospital, but there was never any mention made that the Navy might have been involved, nor was any report ever made to the Navy. And in any event, the alleged incident did not happen during any training operations.

Senator SYMINGTON. I understand that the Secretary of the Navy, the political leaders of Puerto Rico, and the mayor of Culebra, signed an agreement in January. Roughly, what are the provisions?

Mr. GRIMES. The provisions of that agreement were that the Navy would phase out the targets to the east of Culebra, the ones that had been added in the mid-1960's. There was also an agreement that the bulls-eye target on Agva Cay would be moved to a more distant cay named Cross Cay.

There was also an agreement that our firing on the northwest peninsula and on the cays to the west of Culebra would not occur on weekends unless the admiral, the commandant of the naval district, advised the mayor in advance.

It was also agreed that the signatories would assure that there were no structures built on the northwest peninsula or in the safety zone as long as the Navy used that area for training.

It was also agreed that they would use their best efforts, including moral suasion to assure that the safety zones were kept free and clear of people during training operations.

In addition, the Navy promised to continue investigating alternatives to the remaining training that would be done on Culebra after 1972, and the Puerto Rican signatories to the agreement backed off their original demand that was embodied in Senator Baker's amendment of last year that the Navy leave Culebra entirely by 1976.

This agreement in January specifically stated that there would be no time limit on the Navy's operations on Culebra.

Senator SYMINGTON. Is the Navy living up to this agreement?

Mr. GRIMES. Yes, it most certainly is.

Senator SYMINGTON. For some time there has been protest about Navy activities on Culebra. Why don't you get off there and find another place to fire?

Mr. GRIMES. This problem of finding alternatives to Culebra has been studied extensively over many, many years, and we have not yet found a suitable alternative to all of the training done on Culebra. However, as a result of the study that was directed by the Congress, the Secretary of Defense on April 1, directed the Navy to initiate those land surveys, training maneuver analysis, and engineering studies required to provide the option of moving by June 1975, to a suitable alternative to the target areas on Culebra.

Senator SYMINGTON. Do you have an alternative?

Mr. GRIMES. We have not yet identified an alternative. The Secretary of Defense' study identified several possible alternatives that merited further study.

Senator SYMINGTON. How many people live on Culebra?

Mr. GRIMES. Approximately 750 people.

Senator SYMINGTON. Does this firing give them discomfort, the noise of it?

Mr. GRIMES. The people all live in the town of Dewey, which is approximately 3 miles from the closest target, and between that target and the town there is a high hill. The noise of naval gunfire practice is barely audible in the town and cannot really be heard when conversation is going on. We have done some noise studies with instrumentation and the noise of this activity does not even register on the instrumentation.

Senator SYMINGTON. Do they get any material benefit out of your being there?

Mr. GRIMES. Prior to last year, there was a limited amount of benefit that the people got from the Navy. There were only five or six people employed. However, once we decided that we were not going to acquire the entire island, that we would coexist there with the Culebrans, we began to undertake a number of construction projects that had been put off for some time. We hired a number of people, and by April of this year there were 43 Culebrans working for us. The Secretary of Defense directed the Navy in his April 1 statement, to do something about enhancing the economic benefits to Culebrans of Department of Defense activities in Puerto Rico. Since that time, we have hired another 25 Culebrans.

Senator SYMINGTON. Where is this island?

Mr. GRIMES. The island is approximately 14 miles off the east coast of Puerto Rico.

Senator SYMINGTON. In the Straits?

Mr. GRIMES. It is between St. Thomas and the town of Fajardo, P.R.

Senator SYMINGTON. For the record, I want to introduce a letter to the chairman of this committee, Senator Stennis, from the Secretary of Defense, as of April 1, 1971, in reply to section 611 of Public Law 91–544, a report on the weapon training now being conducted in Culebra, and also a copy of the summary agreement.

(The documents follow:)

THE SECRETARY OF DEFENSE,
Washington, D.C., April 1, 1971.

Hon. JOHN C. STENNIS,
Chairman, Armed Service Committee,
U.S. Senate, Washington, D.C.

DEAR MR. CHAIRMAN: I am enclosing three copies of a report on the weapons training now being conducted in the Culebra complex of the Atlantic Fleet Weapons Range. This report is in response to Section 611 of Public Law 91-544. I believe that you will find the report thorough, objective, and balanced.

After reviewing the report, I have directed the Navy to initiate immediately a number of actions which will enhance the safety and well being of the residents of Culebra and reduce the irritants to them resulting from Naval training in the area.

These actions include:

—cessation of explosive bombardment of the Northwest Peninsula of Culebra by January 1, 1972.
—development of non-explosive rounds for Naval gunnery practice.
—opening of all of the Flamenco Beach for public use at all times except during ship firing.
—construction of a road to Brava Beach and a bath house there so that the Culebrans will have unrestricted access to a bathing beach at all times.
—cessation of removal of sand from Culebra's beaches and initiation of legal steps necessary to halt the unauthorized exploitation of ecological resources under Navy stewardship.
—provision of unrestricted sea and air corridors between Culebra and St. Thomas, Vieques and mainland Puerto Rico.
—stationing of a Spanish-speaking, U.S. Naval officer in Dewey and another in Isabel Segunda on Vieques responsible for Range Safety.
—initiation of those land surveys, training maneuver analyses, and engineering studies required to provide the option of moving by June 1975 to a suitable alternative to the target areas on Culebra.
—improvement of community relations on Culebra and Vieques in particular and Puerto Rico in general.
—enhancement of the economic benefits to Culebra and Vieques of Department of Defense activities in Puerto Rico.

It is my plan to reappraise the Culebra situation and the alternative option(s) from the point of view of National Security and the best interests of the people of Puerto Rico by the end of 1972 in order to make a final decision where to relocate the Naval training target areas and whether any additional actions should be taken.

Sincerely,

MELVIN R. LAIRD.

AGREEMENT

The dispute over the Navy's use of Culebra and its offshore cays for weapons training has dramatically posed the problem of balancing the need to conduct the training essential for our national defense with the legitimate desires and aspirations of our private citizens. All persons of good will who are interested in the continued close relationship between Puerto Rico and the United States, the security of our nation, and the aspirations of the people of Culebra have hoped that this problem could be amicably resolved. Through the dedicated efforts and good will of all concerned a mutually accepted balance has finally been found between the training needs of the Navy and the desires of the people of Culebra. We are pleased to announce the terms of that agreement and to pledge our continuing efforts to assure that it is carried out in good faith.

1. The Navy will not shoot the Walleye missile at Culebrita or at any other target in the Culebra complex, and the Navy will not obtain the easements on the east end of Culebra that were approved by the House and Senate Armed Services Committees.

2. The targets off the east coast of Culebra will be phased out by January 1, 1972, and the lease on North Cay will be terminated on that date. Culebrita and the other target cays in the area will be declared excess as of that date except for several acres on Culebrita near the lighthouse where the Navy intends to

establish a small electronics warfare installation (several vans) for use in training fleet units in the open ocean north of Culebra.

3. In addition to the shoreline already announced for release, the Navy will declare excess to its needs the shoreline on the east coast starting at a point immediately east of the base camp and proceeding around the east end of Culebra to the beginning of the Navy property holdings on the north coast (Swell Bay) (see attached map). The Navy will cooperate in preserving the ecology of excessed areas as requested by the Municipality and by appropriate federal and commonwealth agencies.

4. The Navy will relocate its bulls-eye target on Agua Cay to Cross Cay by January 1, 1972.

5. The north-south line bordering the northwest peninsula safety zone will be reoriented as shown on the attached map. The parcel of land marked "A" on the attached map will therefore no longer be part of the naval gunfire support safety zone.

6. The Navy will initiate and support an amendment to the executive order creating the defensive sea area around Culebra so that the order will cover only the safety zones for the ship-to-shore gunfire and for the west-range air-to-ground targets (see attached map).

7. Governor Ferre, Mayor Feliciano, and the Senate President Hernández Colón solemnly pledge to use all regulatory and legal devices available to the Commonwealth and the Municipality of Culebra to assure that no dwellings or other habitable structures are constructed in the northwest safety zone for as long as the Navy uses the northwest peninsula for naval gunfire support training. If landowners in the area complain that their property is being taken without due process of law or if, despite the above-mentioned regulatory and legal devices, individual landowners take steps to construct dwellings or other habitable structures in the safety zone, then the Navy will pay such landowners the fair value of forgoing the right to construct said dwellings or other habitable structures.

8. Since the Navy is giving up a substantial number of targets, its remaining targets will become that much more important. In consideration of this action by the Navy and in recognition of the Navy's need to schedule the use of the remaining targets more tightly, Governor Ferre, Senate President Hernández Colón, and Mayor Feliciano will use their best efforts, including moral suasion, to obtain the cooperation of everyone in keeping the land and sea safety zones for the remaining targets clear of people during scheduled training operations.

9. No training operations around Culebra will be conducted on weekends or holidays except to meet an urgent operational commitment. In the event that this becomes necessary the Admiral commanding the Caribbean Sea Frontier, or in his absence the officer acting in that capacity, will be personally aware of and will have personally approved such operations, and the Mayor of Culebra will be personally notified by an authorized representative of the Commander of the Caribbean Sea Frontier at least twenty-four hours in advance of any such training operations.

10. The Navy solemnly and definitively agrees to abandon its plans to acquire easements or any other interest in land on Culebra and its adjacent cays by eminent domain or other means except as provided by paragraph 7 of this agreement.

11. There will be no time limit on the duration of this agreement, but the Navy promises to continue to investigate both technological and geographical alternatives to the training done around Culebra. The purpose of these investigations will be to find feasible alternatives that will eventually permit the transfer away from Culebra of the training that will be conducted after January 1, 1972.

Dated the 11th day of January 1971.

JOHN H. CHAFEE,
Secretary of the Navy.

RAMON FELICIANO,
Mayor of Culebra.

Governor of Puerto Rico.

RAFAEL HERNÁNDEZ COLÓN,
President of the Puerto Rican Senate.

12. It is the position of the Puerto Rican Government, Governor Ferre, Senate President Hernández Colón and Mayor Feliciano that the Navy should termi-

nate all training operations on Culebra and its neighboring cays within a reasonable period. It is the hope of the signatories listed above that the study that the Department of Defense is required by law to undertake will conclude that this is feasible.

Mr. GRIMES. Sir, I would also like to introduce a transcript of a colloquy among the signatories to the January agreement that was conducted just prior to the signing of the agreement.

Senator SYMINGTON. Without objection, that will be included directly following the agreement itself.

(The document follows:)

TRANSCRIPT OF REMARKS MADE PRIOR TO SIGNING OF CULEBRA AGREEMENT, JANUARY 11, 1971

HERNANDEZ COLON: As I understand the document it does not contain a commitment on the part of the Navy to leave within a reasonable time and at the same time, it does contain language to the effect that the Navy will continue to seek alternatives to relocate the operations that will be carried on in the N.W. peninsula. And I would like to make clear also that at the same time the document does not contain or does not impose the obligation upon the signatories, the Governor, the Mayor or myself, not to continue insisting with the Navy and with the Defense Department and with such other necessary authority *that* the Navy find the alternatives within a reasonable period of time and *that* at a proper time the operations in the N.W. peninsula be relocated to another place. That is while we are under an obligation to help out in any way we can so that the operations may be conducted, we are under no obligation not to continue insisting that in the opportune time the operations should be relocated.

CHAFEE. The Mayor, the Governor, you will use all moral suasion, I believe that's a quote, to keep people from, for instance, interfering with the range.

HERNANDEZ COLON. Yes, and ah, certainly, we have never favored any type of illegal methods which might might be used in the furtherance of the cause of Culebra. We have not done so in the past, nor do we intent to do so in the future, and we will try to dissuade those who use that type of method. But now entirely apart from that, we believe that the document itself does not in any way obligate us, not to continue insisting with the Navy, with the Defense Department, or with the Congress that an adequate alternative should be found to the operation in the N.W. peninsula.

CHAFEE. But if we cannot find feasible alternatives, then we will utilize that.

COLON. Yes, but what I am trying to say is that let it be understood that we will continue to insist that you do find the alternative.

COPAKEN. Mr. Secretary, I think that there is good faith on all parties to this agreement; I think that the Navy is sincere in its desires and in its intentions to continue searching for feasible alternatives. And I think the point being made here is simply that of course if there are in fact no feasible alternatives, the parties to this agreement accept the continued operation of the Navy on the Northwest peninsula without limited time. The point being made, though, is that there will be insistence on adherence to the obligation specified in one of the paragraphs of this agreement, that the Navy continues seeking out vigorously feasible alternatives. I think that's the only point. I don't believe there is any dispute of any sort on that issue. Am I correct?

CHAFEE. You will have to ask the Senator about this. I think that that is a fair statement. We are giving up on the east end of the island some valuable targets. It is essential for the preparedness of the Atlantic Fleet that we have the target areas in the Northwest. If we can find reasonable or feasible alternatives, of course we'll accept it but I think that the people who had signed this agreement must also realize that there may not be such feasible alternatives. And that's clear in the agreement which you have agreed to at the time.

JONES or COPAKEN. Mr. Secretary, it seems to me that it is clear, and the agreement makes reference to the fact that the Navy is only staying in the area where it is staying, only because of reasons of national security. The Navy would not continue in this difficult situation if it had any alternatives now. Our signing the agreement means that we believe the Navy is acting in good faith. What the agreement imposes clearly is an obligation on the Navy to continue

searching to give the right on the signatories to continue insisting that the Navy search in good faith. And that, I believe, is what Senator Hernandez is saying.

CHAFEE. You are entitled to insist that we continue searching for an alternative but we also want to make it clearly understood that we might not find an alternative. I wish we could find an alternative.

Governor FERRE. I would like to say now that exactly to clear that point, let there be no doubts in the minds of anybody that the agreement of course which was arrived at by the Mayor of Culebra and the President of the Senate and the Secretary of the Navy with the people of Culebra, was brought to the Governor for our final acceptance. In order to make sure that the purpose of the government of Puerto Rico which is that at some time whenever the suitable alternatives are found to removing target practice from Culebra, this can be done. The Clause No. 12 was added, which is simply a protection that this will be continued in good faith. But always keeping in mind the duty of Puerto Rico to help and aid in preparation of our defense forces to protect Puerto Rico and our nation. Now I think the Clause No. 12 that was added yesterday in our Conference, this is completely covered, and it is clearly understood that no date was agreed here in Culebra; that only what was agreed was that the Navy would continue its target practice in this area and that it would limit its activities in such a way that the people of Culebra could continue to have their natural and normal development and be able to develop a happy life with all these concessions the Navy has made. And that we, of course, would be bound by the decisions of Congress and the decisions of the President of the United States who, in the long run, is making also a study to find out if there are alternatives which may be suitable to the Navy. I think that with that clearly understood, the Clause No. 12 which clarifies this point, the document is very definite and there cannot be a doubt what it means.

CHAFEE. I agree with that. I agree that the document is very clear and particularly where it says that there is no time limit in which we all acknowledged in signing this.

On behalf of the President, President Nixon, his appreciation and joy that we have arrived at a settlement of this troublesome problem. As you know, your Governor wrote to the President, so I would like to thank you, Governor, for your efforts, Senator, for your efforts here, and of course, to the Mayor for his cooperation, and I do hope that this will set a new era that as far as the island is concerned, you will realize all of your ambitions as far as the development as I understand you wish to undertake on the eastern end, and that we will be able to live in peace and harmony together, because as I say, it is terribly important to the Navy. And in giving up the targets in the east, we do want to stress how important the targets to the Northwest are to us. It's actually increased in importance to the targets to the northwest, because previously we had those on the east also, which we no longer have. So we are very happy, and when you get a big development down on the east end, I'd like to come down and visit it.

COPAKEN: Mr. Secretary, on behalf of the Mayor who has asked me to say this in English, I would like to thank you for your gracious gestures in coming to Culebra. This is an enormously important symbol to all of us of the good faith of the Navy, and we wish to thank you very greatly. I also want to, at this time, say something in reference to an editorial in the San Juan Star this morning. This editorial intended to imply—to underestimate Governor Ferre's efforts in this. I think it can be safely said that the interchange of correspondence between Governor Ferre and the President was one of the important causes or factors in being able to bring this about. Also, it's clear that without the efforts of Senator Hernandez Colon, this agreement never would have come about. But I think that it is important to keep the record straight. This is an agreement based on unity, mutual good faith with people of both political parties here in Puerto Rico, and I think that that must be made clear.

Senator SYMINGTON. In the January 1971 agreement, did the Navy agree to terminate all of its firing operations on Culebra by a certain date?

Mr. GRIMES. No. The Navy agreed to continue investigating both technological and geographical alternatives to the training done around Culebra. But the agreement also very specifically stated that

there will be no time limit on the duration of this agreement. This was a concession made by the Puerto Rican signatories who had earlier than that been on record as favoring termination of all Navy training activities by January 1, 1976, the date set in Senator Baker's amendment last fall.

Senator SYMINGTON. Does the Navy now intend to stop its firing operations on the range at Culebra, and, if so, when?

Mr. GRIMES. The Navy intends to comply fully with the agreement signed in January and with the directions of the Secretary of Defense. We will continue our investigations and in accordance with the directions of the Secretary of Defense we will provide him options not later than the end of 1972, so that he can make a decision by the end of 1972, where to relocate the Naval training target areas now on Culebra.

Senator SYMINGTON. What is the Navy's position on the Gravel amendment to authorize the Navy $50 million to construct an artificial island to replace the target areas on Culebra and the cays around it?

Mr. GRIMES. The Navy is opposed to that amendment. An artificial island is one of the possibilities that the Secretary of Defense has directed the Navy to study in more detail, but there has been no finding that an artificial island would be a feasible alternative or that it would be the best alternative.

Senator SYMINGTON. The Department of Defense study of April 1, 1971, stated that an artificial island to replace Culebra would cost less than $50 million. Why do you now have to do additional studies on feasibility and cost?

Mr. GRIMES. The study done by the Department of Defense made a number of assumptions in its discussion of a possible artificial island as a substitute for the targets of the northwest peninsula of Culebra. There were no engineering studies done on this; it was just one of the possibilities that the Defense Department study team looked at and felt merited further consideration.

Senator SYMINGTON. What other possible alternatives other than an artificial island did the study of the Secretary of Defense find would merit additional consideration?

Mr. GRIMES. There were a number of alternatives that were mentioned. One was to instrument the range we now have; that is, the northwest peninsula and the cays to the west of Culebra, and to use nonexplosive ordnance in that area.

Another alternative was to continue using the northwest peninsula, but to find some alternatives to the air-to-ground training done on the cays to the west of Culebra.

Another alternative was to shift all or part of the firing exercises to Vieques.

There were a number of other alternatives that were considered but these were ones that the study team concluded merited further study.

Senator SYMINGTON. Were these alternatives based on engineering studies?

Mr. GRIMES. No, sir, they were not.

Senator SYMINGTON. Why not?

Mr. GRIMES. The study lasted only 6 months and they did not have time to go into the details in that time. The first thing that would have to be done on the kind of study that would be required to find an

alternative training ground around Culebra would be to do a total study of the Navy's training assets in the Atlantic Fleet. Culebra is only one of those assets although a very important one, and a key part of the Atlantic Fleet weapons range, and it cannot be studied or considered out of context from that. When we make a decision as to what alternative options we can present to the Secretary of Defense, we have to consider our training needs, not only for today or for tomorrow, but for the future, for the next 10, 15, or 20 years. We do not want to make a $50 or a $100 million mistake.

Senator SYMINGTON. How long will it take the Navy to complete the detailed study of options directed by the Secretary of Defense?

Mr. GRIMES. The Secretary of the Navy will present those options to the Secretary of Defense in time for him to make a final decision by the end of 1972 on where to relocate the Navy training targets on Culebra.

Senator SYMINGTON. In view of the many objections raised to the Navy's continued use of the northwest peninsula for Navy gunfire exercises, why does not the Navy move its exercises to an uninhabited island somewhere else?

Mr. GRIMES. We have investigated——

Senator SYMINGTON. You have answered that already, but go ahead.

Mr. GRIMES. We have investigated many uninhabited islands and many other alternative sites over the years but have not yet found a suitable alternative to the Culebra target complex which is a key part of the entire Atlantic Fleet Weapons Range.

Senator SYMINGTON. In view of today's electronic and technological developments, why cannot the firing of the guns be simulated electronically with the impact point of the shell computed and the error determined?

Mr. GRIMES. We will certainly look into technological alternatives to our Culebra targets, but the training done on the northwest peninsula is ship-to-shore gunfire training that requires both the crew on the ship to see the target and the spotting crew to identify where the shot lands and estimate the distance from the target.

Senator SYMINGTON. This past April, the Secretary of Defense stated that he had ordered the Navy to take certain actions to cease using high-explosive shells on Culebran targets. What are you doing about it?

Mr. GRIMES. The Naval Weapons Laboratory in Dahlgren, Va., and the Navy Ammunition Depot, Crane, Ind., have been tasked to come up with a nonexplosive puff round and have that round produced in time to be used on Culebra not later than January 1, 1972. That work is continuing and we expect to meet that deadline.

Senator SYMINGTON. When Senator Gravel testified before this committee, he suggested that if his amendment proposing an artificial island could not be adopted in its entirety, then he suggested paragraph (c) be adopted; that is, to guarantee the people of Culebra that the Navy would be out of there by June 1975. He pointed out that this would be in concert with the agreement signed last January. What is the answer to this?

Mr. GRIMES. The Secretary of Defense has already stated that he will decide by the end of 1972 where to relocate the naval training

target areas now on Culebra. This position was later clarified by Mr. Jerry Friedheim, the Deputy Assistant Secretary of Defense for Public Affairs, in a letter to Mr. Hernandez Colon, of the Puerto Rican Senate, and he stated in that:

> We hope the Secretary's statement makes it clear that Navy operations on Culebra are to be transferred by June 1975 unless a reversal of the situation occurs because of one, the collective wishes of the Culebrans themselves; two, action by the Congress; or three, the President's future assessment of national security demands.

We feel that the January agreement is being fully complied with and the Secretary of Defense has already announced that he will make a decision by the end of 1972 on where to relocate the Navy's Culebra targets by June of 1975. Legislation is therefore not necessary.

Senator SYMINGTON. Why could not an amendment be adopted along the lines of paragraph (c) of the Gravel amendment with the qualification to the effect that, "unless the Secretary of Defense determines it is not in the interest of the National Defense?"

Mr. GRIMES. The Secretary of Defense has already stated that he will make the decision on where to relocate. He will make that decision in late 1972, as to where the targets would be relocated no later than June 1975.

I might also point out, Senator, that the artificial island alternative that was touched on in the OSD study would only replace the ship-to-shore bombardment on the northwest peninsula. It would not replace the air-to-ground target activities on the cays to the west of Culebra. In fact, it is assumed that those activities would continue.

The Secretary of Defense, however, has said that he will make a decision on relocating all targets; thus the Secretary of Defense has gone even further in his directive to the Navy than the study group did in its analyses.

Senator SYMINGTON. And Senator Gravel's amendment says that the Secretary of the Navy shall terminate all firing operations on or at the island of Culebra, et cetera, "at the earliest practical date, but in no event later than June 1, 1975." If that is your position, what is wrong with putting it in the law?

Mr. GRIMES. Our position is, if they are basing this on the artificial island alternative, that was not even what the artificial island alternative stated. That alternative in the OSD study assumed that we would continue operations on the western cays. The Secretary of Defense, however, has directed us to come up with options that would move all of our activities so that he can make a decision by late 1972 where to move them by June of 1975. He has already stated he will do this, and we see no reason why there should be legislation.

Furthermore, under the agreement that was signed in January, the parties to the agreement are honor-bound not to demand a fixed date for termination of Navy training until an actual alternative site has been selected and found feasible. That has not yet happened.

Senator SYMINGTON. There is no time limit in the agreement reached last January but in effect it says the Navy will continue to investigate other alternatives that will eventually permit the transfer from Culebra of all Naval training activities. Then in the letter the Secretary of Defense sent to the chairman of this committee on the first of April he pointed out that he will reappraise the Culebra situation by the

end of 1972 in order that a final decision can be made as to where to relocate the Naval training target areas and whether any additional action should be taken. Now it seems to me the real bone of contention in this matter is that the agreement is vague to the extent that no time limit is set as is the Secretary's letter in that no positive date is indicated for a decision to be made. Why would it not be possible to specify in the law that the Secretary of Defense will be required to make a positive decision as to future Naval activities on Culebra by December 31, 1972, and that he be required to advise the Committees on Armed Services of that decision? Of course, if that decision is not agreeable to the Congress, further congressional action could be taken at that time.

Mr. GRIMES. Well, I think that further congressional action could be taken at that time if the Congress is not happy with the decision the Secretary of Defense makes. But, let me go back again to the January agreement. Prior to that time, the publicly stated position of the Puerto Rican signatories to that agreement was that the Navy should terminate all training activities on Culebra no later than January 1, 1976. That was unacceptable to the Navy, that is, any fixed termination date. In return for some concessions we made, the Puerto Rican signatories agreed to drop their demands for a fixed date of termination and, instead, to have an indefinite date. Clause No. 12, which they asked be added at the last minute, which said that the position of the Puerto Rican signatories to this agreement was that the Navy should terminate all training activities on Culebra and the neighboring cays within a reasonable period, was explained to us on the basis of the fact that they had formerly been in favor of a fixed date and were now dropping off that demand. They assured us that the Navy was fully protected because a reasonable time could be 15 years. I repeat that time, 15 years. Despite that agreement in January, the Secretary of Defense has directed the Navy to come up with options that will permit him to decide by the end of 1972 where to relocate the Navy training activity on and around Culebra no later than June of 1975. The Department of Defense, of which the Navy is a part, has done more than is required under the January agreement and we see no reason for any legislative action at this time.

Senator SYMINGTON. Mr. Grimes, would it be possible to have a feasibility study made on the cost, location, and practicality of an artificial island, with a report to the Congress by January 1, 1972?

Mr. GRIMES. The January 1 date that is requested for a report on what the Navy is doing in a study does not take into account what we have to look into. On the basis of the Secretary of Defense's recommendations and directions, the Secretary of the Navy directed the Chief of Naval Operations to take certain action. He, in turn, directed the Commander in Chief, U.S. Atlantic Fleet, to take a number of actions, including the requirement for two separate studies. One of these was to begin those island surveys, training maneuver analyses and engineering studies required to provide the option of deciding in late 1972 where to move the training target on Culebra by June 1975. The second study was to begin immediately to study the relationship between future training requirements, 1985 and beyond, and the expected availability and suitability of range areas.

The first study will be given priority due to the extensive research involved and the requirement for completion prior to the end of 1972. The information provided by this study will be of utmost importance in target relocation decisions to be announced by DOD in late 1972. These studies, and I quote: "Will include total Navy-Marine training requirements during the period of 1975 to 1985, and the facilities necessary to satisfy requirements. It will also include a detailed analysis of all of the factors involved in constructing an artificial island to replace the present Culebran facilities."

If it turns out under these studies that an artificial island appears to be one of the options that should be presented to the Secretary of Defense, detailed engineering studies will have to be commenced, which will include onsite investigation at several locations, bottom studies, studies of the environmental impact at the various locations, and a materials handling study of where to obtain the material, how to transport it, and where to place the rock and fill material. We will also need studies of currents, waves, and weather, involving equipment placement and read-out over a considerable period of time, and finally, model studies to determine the effect of different configurations of an artificial island on wave actions and currents. This is necessary because if we do decide to build an artificial island, we do not want to build one that would wash away, nor do we want to spend more money than is necessary. The best estimate is that a planning cost estimate, better known as a PCE by this committee, would cost $4 million to $5 million, and take at least a year to conduct properly.

Senator SYMINGTON. Then your answer is, "No"?

Mr. GRIMES. In other words, by January of 1972, all we could tell this committee is "we are still studying." We are going to be hard pressed to meet the deadline set by the Secretary of Defense, but I can assure you that it will be met by the Navy.

Senator SYMINGTON. What is that deadline?

Mr. GRIMES. The deadline is to present him with the options so he can make the final decision by the end of 1972.

Senator SYMINGTON. And your answer is that you could not possibly do it by January 1, 1972?

Mr. GRIMES. We could not possibly do the kind of study that would take into account the Navy's total training needs.

Senator SYMINGTON. Mr. Grimes, I want to commend you for being thoroughly informed on the subject we are discussing.

Mr. GRIMES. Thank you very much, Senator.

Senator SYMINGTON. Off the record.

(Discussion off the record.)

Senator SYMINGTON. Let us go back on the record.

Senator Byrd, have you any questions?

Senator BYRD. No questions, Mr. Chairman.

Senator SYMINGTON. Under these circumstances, Mr. Grimes, the Navy has already made several compromises and you are studying as to whether or not they can make any more compromises now that this has become a political issue, especially with the party out of power; is that correct? Is it the party out of power, or is it now the party in power also? Would you care to answer that?

Mr. GRIMES. I would rather not get into the political ramifications.

Senator SYMINGTON. In any case, it has become a political issue and the Navy is willing to consider making additional compromises, but they first believe they should study the matter further; is that correct?

Mr. GRIMES. Well, the Navy will comply fully with the agreement made in January, which was to continue studying alternatives. We will also comply with the directives of the Secretary of Defense to provide him with options by the end of 1972 so that he can make a decision on where to relocate Navy training activities on Culebra not later than January of 1975. And as that was further clarified, "The Navy training activities on Culebra are to be transferred by June 1975, unless, a reversal of the situation occurs because of (1) the collective wishes of the Culebrans themselves; (2) action by the Congress; or (3) the President's future assessment of national security demands."

Senator SYMINGTON. Could I ask off the record?

(Off the record discussion.)

Senator SYMINGTON. Back on the record.

In spite of the concessions that you have already made in an effort to resolve the problem, you are willing to make a further study of any possible additional adjustments that can be made, but you cannot have that additional study completed the way you believe it should be completed until—what was the date?

Mr. GRIMES. It will be difficult to meet the deadline set by the Secretary of Defense, and that is to give him options so that he can make a decision by the end of 1972. But I can guarantee that we will give the Secretary options by that time.

Senator SYMINGTON. Thank you, Mr. Grimes.

The hearing is adjourned.

(Whereupon, at 3:25 p.m., the hearing was adjourned.)

MILITARY CONSTRUCTION APPROPRIATIONS FOR FISCAL YEAR 1972

TUESDAY, OCTOBER 19, 1971

U.S. SENATE,
SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS,
Washington, D.C.

The subcommittee met at 9:30 a.m. in room S–126, the Capitol, Hon. Mike Mansfield (chairman) presiding.

Present: Senators Mansfield, Proxmire, Percy, Ellender, Young, and Symington.

DEPARTMENT OF DEFENSE

DEPARTMENT OF THE ARMY

MILITARY CONSTRUCTION

STATEMENT OF COL. WILLIAM P. GARDINER, CHIEF OF CONSTRUCTION DIVISION, OFFICE, DEPUTY CHIEF OF STAFF FOR LOGISTICS

ACCOMPANIED BY:

MAJ. GEN. CLARENCE J. LANG, COMMANDER, MILITARY TRAFFIC MANAGEMENT AND TERMINAL SERVICE

MAJ. GEN. J. A. KJELLSTROM, DIRECTOR OF ARMY BUDGET, OFFICE OF THE COMPTROLLER OF THE ARMY

BRIG. GEN. L. J. HACKETT, DIRECTOR, RESOURCES MANAGEMENT OFFICE, OFFICE OF THE SURGEON GENERAL

LT. COL. R. H. BARTON, CONSTRUCTION DIVISION, OFFICE, DEPUTY CHIEF OF STAFF FOR LOGISTICS

W. M. LOCKWOOD, CHIEF, INSTALLATIONS MANAGEMENT DIVISION, OFFICE, DEPUTY CHIEF OF STAFF FOR LOGISTICS

A. M. CARTON, CHIEF PROGRAM AND PLANNING DIVISION, DIRECTORATE OF MILITARY CONSTRUCTION, OFFICE, CHIEF OF ENGINEERS

COL. J. R. LOOME, DIRECTOR, BUDGET AND MANPOWER, SAFEGUARD SYSTEM OFFICE

SUBCOMMITTEE PROCEDURES

Senator MANSFIELD. The subcommittee will come to order.

This morning we are resuming the hearings for the military construction appropriation bill, fiscal year 1972. The greater part of our hearings have been completed in a joint session with the Senate Armed

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Services Committee, and these hearings will be concerned primarily with those items not heard during the joint hearings.

I will briefly recap for the benefit of the subcommittee and the record, the budget figures and what has taken place in reductions by action of the Congress so far.

BUDGET REQUESTS

The budget request for the Army was $642,200,000. The Armed Services Committee action transferred $172,500,000, which was for the Safeguard anti-ballistic missile construction fund, to the Senate military procurement bill. Authorization reductions amounted to $21,191,000. Congressional additions amounted to $2,089,000. Thus, we are now considering for appropriations a figure of $450,598,000.

The Navy budget request was $405,500,000. Authorization deletions amounted to $35,195,000, and additions by the Congress, $4,626,000. Thus, the appropriation base that this subcommittee will be considering is $374,931,000.

The Air Force budget request was $316,600,000. Authorization deletions amounted to $33,225,000. Additions made by the Congress were $3,052,000. Thus, the appropriation to be considered is $286,427,000.

The Defense agencies budget requests were $25,400,000. Deletions by the Congress through authorization actions amounted to $5,599,000. Appropriations to be considered amount to $19,801,000. In the area of family housing, new construction, the budget request was for $285,220,000. This amount was reduced through authorization action by $3,231,000. Added by congressional action was an amount of $4,106,900. Thus, the appropriations to be considered are $286,095,900.

AUTHORIZED PROJECTS

I understand that the services have a number of additional items to request of the Senate for inclusion in this appropriation bill, which will, to some degree, change the appropriation figures which I have set forth above. We will hear these items today, items that were previously authorized and not covered in the joint hearings: Minor construction, funds for planning, and access road funds, and any special projects the services feel that should be brought to the attention of the committee.

I am well aware that the appropriations action taken by the House Military Construction Subcommittee are not official as yet, and that the bill will not be presented to the full committee until October 21. However, in the interest of time, I have called these hearings so that we may complete our hearings on the bill and allow the staff additional time to get the facts and figures in order for a subcommittee markup at the earliest possible time. I have been told by the staff that the services know the items deleted by the House Appropriations Subcommittee action, and you may place in the record any material concerning these projects in the form of a so-called reclama.

We will start our hearings this morning with the Army. If the

statements are long, I would suggest that they be placed in the record and a summary made of the material.

Colonel Gardiner, will you proceed?

PREPARED STATEMENT

Colonel GARDINER. Mr. Chairman, I prefer to enter a long statement and read a brief statement for the benefit of the committee.

Senator MANSFIELD. Fine.

(The statement follows:)

Mr. Chairman and members of the committee, I am Col. William P. Gardiner, Chief of the Construction Division, Office of the Deputy Chief of Staff for Logistics, Department of the Army. It is a privilege to appear before this Committee and present the Department of the Army's portion of the Military Construction Appropriation request.

The President's Budget for fiscal year 1972 Military Construction, Army, is $642,200,000 total obligational authority. Congressional actions taken subsequent to submission of the Budget have resulted in a net reduction of $19,102,000, and one project authorized for $305,000 is no longer required. Consequently, our request before this Committee is for total obligational authority of $622,793,000 which includes $2,000,000 for newly authorized item, $3,440,000 for projects authorized in a prior year, $988,000 to permit revisions to pollution abatement projects previously approved and $52,500,000 for minor construction, access roads and planning which are authorized under continuing legislation. It is understood that the House Appropriations Committee plans to reduce the Army's request for TOA by $11,114,000 and NOA by $13,324,000, and a reclama for $10,809,000 has been prepared on this action. Further, it is understood that the HAC has elected to defer consideration of the Safeguard authorization requirement amounting to $172,500,000 until action is taken on the Defense Procurement Bill. Approval of the Army program being presented today, which requests your consideration of the Army declama and the Safeguard program, will provide a TOA and NOA of $622,793,000.

Before giving you some of the highlights of our program, I would like to call your attention to the tables of pages 3, 4, and 5 of the statement before you which give a summary of our total program. The tables show the President's Budget and the adjusted request based on authorization deferrals. Table I, on pages 3 and 4, summarizes the distribution of the appropriation request among major commands in the United States and overseas. Table II, on page 5, shows the various construction categories for which the funds are requested. This table clearly portrays the emphasis being placed on facilities supporting the welfare of military personnel.

PROGRAM HIGHLIGHTS

This year a premium has been placed on providing quarters, medical facilities, and community support facilities. This is part of the continuing effort by the Army to improve the living conditions of our personnel and which has taken on particular importance because of our special efforts to decrease our reliance on the draft.

MEDICAL FACILITIES

The request of $112.3 million for medical facilities constitutes over 21% of the construction program for our installations in the United States. The largest single item in this category is for a new hospital at the Walter Reed Army Medical Center. In FY 1971 the Congress approved $10.2 million to provide interim patient facilities and to initiate site preparation and install utilities for the new hospital. This year we are requesting appropriation of $101.7 million for construction of the new main building which will provide the facilities required to maintain this world renowned medical center in the forefront of medical treatment. The hospital will provide 1,280 beds and upon completion will include the most modern medical facilities now available, but will have the flexibility to permit new equipment to be installed when it is developed.

TABLE I—PROPOSED FISCAL YEAR 1972 MILITARY CONSTRUCTION, ARMY PROGRAM

Command	President's budget	Adjusted request
INSIDE THE UNITED STATES		
U.S. Continental Army Command	$118,282,000	$117,581,000
1st Army	(19,263,000)	(18,562,000)
3d Army	(22,249,000)	(22,249,000)
4th Army [1]	(34,695,000)	(34,695,000)
5th Army [1]	(23,172,000)	(23,172,000)
6th Army [1]	(16,603,000)	(16,603,000)
Military District of Washington	(2,300,000)	(2,300,000)
U.S. Army Materiel Command	25,030,000	22,029,000
U.S. Army Strategic Communications Command	3,978,000	2,906,000
U.S. Army Medical Department	104,221,000	104,221,000
Military Traffic Management and Terminal Service	3,745,000	3,440,000
Safeguard Systems Command	172,500,000	172,500,000
U.S. Army, Alaska	1,718,000	1,718,000
U.S. Army, Hawaii	4,787,000	4,787,000
Various locations, Modern Volunteer Army—Barracks improvements	35,500,000	30,000,000
Various locations, air pollution abatement facilities	35,512,000	34,946,000
Various locations, water pollution abatement facilities	32,791,000	34,791,000
Total, inside the United States	538,064,000	528,919,000
OUTSIDE THE UNITED STATES		
U.S. Army Forces, Southern Command	8,026,000	8,026,000
Kwajalein missile range	5,637,000	2,507,000
U.S. Army Security Agency	1,875,000	1,221,000
Various locations, Modern Volunteer Army—Barracks improvements	12,500,000	12,500,000
U.S. Army, Europe	21,946,000	16,946,000
Germany	(1,946,000)	(1,946,000)
NATO Infrastructure	(20,000,000)	(15,000,000)
U.S. Army Strategic Communications Command	1,652,000	174,000
Total, outside the United States	51,636,000	41,374,000
General authorization	52,500,000	52,500,000
Planning (regular)	(22,000,000)	(22,000,000)
Planning (Safeguard)	(15,300,000)	(15,300,000)
Minor construction	(10,000,000)	(10,000,000)
Access roads (Safeguard)	(5,200,000)	(5,200,000)
Total obligational authority requested	642,200,000	622,793,000

[1] Table reflects the budget distribution prior to the realignment of Armies effective June 30, 1971.

TABLE II.—PROPOSED FISCAL YEAR 1972 MILITARY CONSTRUCTION, ARMY PROGRAM

[Summary by facility classes]

	Total	Adjusted request
Operational and training facilities	$180,549,000	$177,472,000
Maintenance and production facilities	20,202,000	19,880,000
Research, development and test facilities	30,972,000	30,029,000
Hospital and medical facilities	112,254,000	112,254,000
Administrative facilities	3,040,000	3,040,000
Housing and community facilities	134,767,000	127,823,000
Utilities and ground improvements	87,916,000	84,795,000
(Air pollution abatement facilities)	(35,781,000)	(35,304,000)
(Water pollution abatement facilities)	(33,421,000)	(35,421,000)
(Other)	(18,714,000)	(14,070,000)
NATO	20,000,000	15,000,000
General authorization	52,500,000	52,500,000
Total obligational authority requested	642,200,000	622,793,000

Design of the main structure is now well underway. A distinguished group of architects, engineers, and medical consultants are teamed in the design effort for this facility.

Other medical facilities in this program include an addition to the clinics at Womack Army Hospital, Fort Bragg; air conditioning and general improvements at Brooke Army Medical Center, Texas; and a 28-chair dental clinic at Fort Knox, Kentucky.

BACHELOR HOUSING

The Fiscal Year 1972 program provides for construction of 7,420 new barracks spaces and 1,310 Bachelor Officer quarters at permanent installations in the United States. The new barracks will be constructed primarily at installations where divisions will be stationed while the BOQ's are located primarily at installations where a large number of officers will be attending Army professional schools. The cost of these new facilities will be $60.7 million.

Another $13 million will be utilized to completely modernize 4,927 permanent barracks spaces which were built between 1895 and 1939 and must be improved to raise them to current living standards.

In addition, this year's program contains $42.5 million to provide increased privacy for the individual soldier in existing barracks throughout the world as one of the improvements required to foster a volunteer Army. These funds will permit the subdivision of a large number of the current open sleeping areas into 2 to 4 man sections in conformance with modern standards of dormitory living.

COMMUNITY FACILITIES

The welfare of the individual soldier is, of course, dependent upon many factors besides his housing and medical care. Of major importance are those community functions which relate to his and his family's daily needs. The total requested for these items is $9.8 million, which provides a number of diverse facilities including commissaries at Fort Bragg and Fort Carson, a laundry at Fort Lewis, major post offices at Fort Lee and Fort Bliss, and an enlisted man's service club at Fort Sill.

An addition to a Junior/Senior High School for dependent children in Germany is also being requested to reduce overcrowding and alleviate substandard conditions. The necessity for improvement of the educational facilities in Germany has been recognized for several years, and this project will continue the modest FY 1971 program which provided for the improvement of certain elementary and high school facilities.

CONFINEMENT FACILITIES

The Army is also requesting an expansion to the confinement facility at Fort Lewis as a continuation of the program for providing modern regional stockades for confinement of military personnel accused or convicted of violations of military law. This program for improvement of confinement facilities is in keeping with the recommendations of a special civilian committee which evaluated the Army confinement system.

ELECTRICAL SUPPLY AND DISTRIBUTION

The continuing rise in the demand for electrical power due to changes in communications, modern weapons, training techniques, and living standards has overtaxed the electrical systems on many Army installations. To rectify this situation, approval is requested to upgrade the electrical utilities at six major installations in the United States at a cost of $6 million.

REDUCTION OF ENVIRONMENTAL POLLUTION

In support of the national goal on the reduction of environmental pollution, the Army has included in the FY 1972 program $35.3 million for air pollution abatement and $35.4 million for water pollution abatement. Included is $988 thousand for previously approved projects which now require revision and a $2 million project added by Congress that will permit Fort Wainwright to participate with the City of Fairbanks in the establishment of a regional sewage treatment facility. All projects will reduce particulate and gaseous emissions, provide incinerators for waste disposal, provide treatment of industrial wastes, provide connections to regional sewage plants, and upgrade existing sewage treatment plants to conform with local and Federal standards. Each have been coordinated with appropriate federal agencies involved in pollution abatement and are generally in phase with the environment improvement plans of the local communities. This phase of the environmental pollution control program will improve facilities at 50 military installations in 26 states at a cost of $70.7 million.

RESEARCH AND DEVELOPMENT

To support our research and development program, we are requesting $30 million. Of this amount, $4.2 million is for facilities at two testing ranges. The continuing program for upgrading the White Sands Missile Range in New Mexico will require $1.3 this year. At the Yuma Proving Ground, $2.9 million will provide facilities for weapons evaluation.

The major portion of the funds requested in support of research and development is required to continue the construction of two major laboratories. In FY 1971 the Congress approved the first phase of the construction required to move the Harry Diamond Laboratories from the present inadequate facilities in a combination of leased buildings, trailers, and a portion of the old National Buerau of Standards site to the vicinity of the Naval Ordnance Laboratory in Maryland. Now, $9 million is required for the second phase of this three-phase program to relocate the Army's research and development center which specializes in basic and applied research on fuzes and ordnance electronics materials.

A similar project provides $10.5 million for the second phase of the three-phase construction program at the Western Medical Institute of Research located on the Presidio of San Francisco. This will enable the construction to continue on a modern facility, adjacent to the Letterman General Hospital, in which the Army can bring together associated medical research activities.

Another project will provide facilities for the Engineer Topographic Laboratories at Fort Belvoir, Virginia, which are responsible for research into point positioning, mapping geodesy, and military geographic intelligence. These facilities will not only vastly improve the mission performance of this important laboratory but will allow the release of space occupied at the United States Army Topographic Station and the United States Army Mobility Equipment Research and Development Center Fort Belvoir which is required for those agencies. In addition, the new facility will permit the consolidation of activities now housed in leased trailers and leased office space, which will no longer be required.

REHABILITATION OF THE BOYD-ROOSEVELT HIGHWAY

Under the provisions of the Highway Convention between the United States and the Republic of Panama which entered into force on April 11, 1955, the United States accepted responsibility for maintenance of the Boyd-Roosevelt Highway which generally parallels the Panama Canal. The highway was built during World War II under emergency conditions and is not able to withstand the current traffic loads.

The Army was assigned and has discharged the maintenance responsibility for this road, however, it has now deteriorated to the extent that major rehabilitation is required. Therefore, the Army is requesting in FY 1972 $8 million to accomplish this work and thereby comply with our international commitment.

KWAJALEIN MISSILE RANGE

The Kwajalein Missile Range, in the Marshall Islands, is a national range for the testing of various types of equipment in the safeguard and other missile programs. The extensive development of test facilities in this area and the major programs underway make it necessary to improve the facilities for the handling of seaborne cargo. This year we are requesting $2.5 million to expand the cargo pier.

MAINTENANCE FACILITIES

The maintenance facilities required to support the large peacetime equipment inventory are divided into those required by the troop units with organizational and direct support maintenance missions and those required for depot maintenance. This year we are requesting $4.7 million to replace and improve our depot maintenance facilities at the Aeronautical Maintenance Center at Corpus Christi, Texas, where the Army activity is colocated with a Navy installation and $319 thousand for improvement of ammunition maintenance facilities at the Letterkenny Army Depot, Pennsylvania.

Two major projects are included to provide maintenance facilities for troop units. At Fort Campbell, Kentucky, $10 million is required for facilities which will support a large number of aviation units. At Fort Hood, Texas, $4.8 million will be required to provide maintenance facilities for the tracked and wheeled vehicles of a division located at this major installation.

SAFEGUARD

The Safeguard portion of the program before you contains $167.3 million for tactical and supporting facilities and $5.2 million to reduce the impact on local communities. In addition $15.3 million are required for design of the sites and $5.2 million for access roads. It should be noted that the Safeguard authorization passed by the Senate provides for a reduction of $74 million; limits construction to the two sites at Grand Forks and at Malmstrom; and permits advance preparation only for two additional sites, Warren and Whiteman. A reclama of the $74 million reduction and the withdrawal of authorization to commence construction at Whiteman has been submitted by DOD. However, if the Senate action is approved in final authorization legislation, it will also reduce Safeguard planning requirements by $6 million and delete the access road request of $5.2 million. Consequently, if construction authorization is limited to only two sites, the $193 million Safeguard budget request may be appropriately reduced to $107.8 million.

NATO INFRASTRUCTURE

Continuing the procedure established in FY 1968, this program contains $15 million to support the United States share of infrastructure construction for the collective defense of the North Atlantic Treaty Organization.

SUMMARY

In summary, the FY 1972 MCA program has been carefully designed to enhance the welfare of the soldier by improving our primary medical care facilities, bachelor housing, community facilities, and general working conditions. In addition, the Army is fulfilling its mandate to control environmental pollution and improving its operational capability. Because there is the possibility of changes in the force structure of the Army, very careful consideration has been given to insuring that the projects requested are located only at "hard core" installations where the facilities will be fully utilized even if the strength of the Army is reduced below currently planned levels.

This concludes my presentation of the Army's fiscal year 1972 Military Construction Appropriation request. The detailed project justifications supporting the Army request have been furnished previously to the subcommittee. Additionally we have prepared a separate book covering only previously authorized projects, general authorization requirements, those projects added by the Congress, the Safeguard construction request, and those projects denied by the House and for which we have submitted a reclama. Those for which new authorization was requested were addressed by this Committee in the joint hearings with the Senate Armed Services Committee.

I will be pleased today to answer questions the subcommittee may have on the remainder of the program or see that answers are provided.

BUDGET REQUEST

Colonel GARDINER. Mr. Chairman and members of the committee, I am Col. William P. Gardiner, Chief of the Construction Division, Office of the Deputy Chief of Staff for Logistics, Department of the Army. It is a privilege to appear before this committee and present the Department of the Army's portion of the military construction appropriation request.

The President's budget for fiscal year 1972 military construction, Army, is $642,200,000 total obligational authority. Congressional actions taken subsequent to submission of the budget have resulted in a net reduction of $19,102,000, and one project authorized for $305,000 is no longer required.

Consequently, our request before this committee is for total obligational authority of $622,793,000, which includes $2 million for newly authorized items, $3,440,000 for projects authorized in a prior year, $988,000 to permit revisions to pollution abatement projects previously

approved, and $52,500,000 for minor construction, access roads, and planning which are authorized under continuing legislation.

It is understood that the House Appropriations Committee plans to reduce the Army's request for total obligational authority by $11,114,000 and new obligational authority by $13,324,000, and a reclama for $10,809,000 has been prepared on this action. Further, it is understood that the House Appropriations Committee has elected to defer consideration of the Safeguard authorization requirement amounting to $172,500,000 until action is taken on the defense procurement bill.

Approval of the Army program being presented today, which requests your consideration of the Arma reclama and the Safeguard program, will provide a total obligational authority and new obligational authority of $622,793,000.

Emphasis has been placed in this year's program on facilities which benefit the welfare of personnel—quarters, medical facilities, and community support facilities. The continuing effort of the Army to improve the living conditions of our personnel has taken on particular importance this year, as evidenced by the Army's special efforts to decrease its reliance on the draft.

LIMITATION ON CONSTRUCTION

Safeguard facilities account for 31 percent of our construction program this year. It should be noted that the Safeguard authorization passed by the Senate provides for a reduction of $74 million; limits construction to the two sites at Grand Forks and at Malmstrom; and permits advance preparation only for two additional sites, Warren and Whiteman.

A reclama of the $74 million reduction and withdrawal of authorization to commence construction at Whiteman has been submitted by the Department of Defense. However, if the Senate action is approved in final authorization legislation, it will also reduce Safeguard planning requirements by $6 million and delete the access road request of $5.2 million.

Consequently, if construction authorization is limited to only two sites, the $193 million Safeguard budget request may be appropriately reduced to $107.8 million.

AIR AND WATER POLLUTION PROGRAM

Another major segment of our program is to provide facilities for the abatement of air and water pollution at various Army installations in the United States. Over 11 percent of our program will be utilized for that purpose.

The construction planned outside of the United States is approximately 6.6 percent of our total program—the smallest overseas program in many years. No authorization of funds are being requested for construction in Southeast Asia.

Senator MANSFIELD. Colonel, could I interrupt there. How much is left in the pipeline for Southeast Asia?

Colonel GARDINER. Sir, there is approximately $50 million that has not yet been obligated. It has been committed for projects but has not had the formal documentation to be declared as an obligation.

The program requested outside of the United States, beyond that required by treaties, provides for only a limited number of urgent operational facilities and a few projects in support of troop welfare.

Overall, the fiscal year 1972 military construction authorization program has been carefully designed to enhance the welfare of the soldier by improving our primary medical care facilities, bachelor housing, community facilities, and general working conditions. In addition, the Army is fulfilling its mandate to control environmental pollution and improving its operational capability.

Because there is the possibility of changes in the force structure of the Army, very careful consideration has been given to insuring that the projects requested are located only at "hard core" installations where the facilities will be fully utilized even if the strength of the Army is reduced below currently planned levels.

Sir, this concludes my presentation of the Army's fiscal year 1972 military construction appropriation request. The detailed project justifications supporting the Army request have been furnished previously to the subcommittee. Additionally, we have prepared a separate book covering only previously authorized projects, general authorization requirements, those projects added by the Congress, the Safeguard construction request, and those projects denied by the House and for which we have submitted reclamas. Those for which new authorization was requested were addressed in the joint hearings held by the Senate Armed Services and Appropriations Committees.

INTRODUCTION OF ASSOCIATES

Mr. Chairman, I have with me various Army representatives today, including Major General Lang, Commander, Military Traffic Management and Terminal Service; Brig. Gen. Richard E. McConnell, who recently assumed duties, as Director of Installations this last Friday; and Brigadier General Hackett, from the office of the Surgeon General.

SOUTH VIETNAM: COMPLETION U.S. FACILITIES AND SUPPORT OF SOUTH VIETNAMESE FORCES

Senator MANSFIELD. In view of the fact this is for use in Southeast Asia and possibly in the area of construction but has not been yet obligated, in view of the fact that we are withdrawing from Southeast Asia, that we have a lot of installations left there, is it the intent of the Army to spend that $50 million in that part of the world?

Colonel GARDINER. It is presently planned that money will be used to complete the facility requirements for the U.S. forces and for the support of the South Vietnamese forces.

MAINTENANCE OF RESIDUAL FORCE IN VIETNAM

Senator MANSFIELD. Does that contemplate that it is our intention to maintain a residual force in Vietnam?

Major General KJELLSTROM. If I may, sir, I am General Kjellstrom. That decision has not yet been made, as you know, and the construction requirements that are presently being planned are being very

closely coordinated with requirements of the South Vietnamese Armed Forces.

Senator MANSFIELD. What requirements do they need, after our being in there for 17 years and most especially for the past 7 or 8 years?

Major General KJELLSTROM. If I may, sir, one of the active requirements is the storing of ammunition in igloos. There is a requirement for permanent storage of ammunition as the temporary facilities which the U.S. Armed Forces have been using in the various fire bases, and storage locations are reduced and the Vietnamese take over more of the responsibility for pursuing the war. That is one example.

Senator MANSFIELD. Senator Percy, do you have any questions?

Senator PERCY. No; Just the same concern, Mr. Chairman. As I have understood from discussions with Secretary Laird on problems concerning the time needed to get out of Vietnam, equipment, gear, everything that has to be brought back, of course we must look very carefully at any further expenditures on construction.

Senator MANSFIELD. Thank you, Colonel. Now we will hear from General Lang.

Major General LANG. Thank you, Mr. Chairman. I am Major General Lang, commander, Military Traffic Management and Terminal Service. I appreciate the opportunity to present my views on this project which I submitted several years ago in order to try to improve the management in my organization. The location in Brooklyn is a present deterrent to our efficient operation; it is located with a slum outside and a deteriorated facility inside, and I think it is important that we move to an area where we can do a better job for the Government with less money.

SINGLE TRANSPORTATION AGENCY

To set the stage, if I may, my organization, under the Secretary of the Army, is a single transportation agency. That is, we provide transportation management service for all the services. I have a joint staff—including an admiral and an Air Force brigadier general. We have Army, Air Force, and Navy officers in our key positions.

We were set up in 1956 and we reorganized in 1965. We serve the entire Department of Defense, not just the Army. My organization, briefly, is headquartered in Washington. The Eastern area which we are talking about, is located in Brooklyn, N.Y., at the present time; the Western area, in Oakland, Calif.; and the transportation engineering agency, in a leased building at Newport News, Va.

Our basic functions are freight and passenger traffic management, the Department of Defense personal property movement and storage program—that is, the personal effects of the members of the services, moving and storage—and terminal operations and management. These are surface terminals only, not air terminals.

The problem is to move approximately a thousand administrative and management personnel from a deteriorated terminal to suitable administrative space. We feel that we can save $2.4 million annually doing that and we can avoid the $7 million back maintenance which has been deferred at Brooklyn since the installation was declared excess by the Secretary of the Army in 1964.

Senator MANSFIELD. General, when you talk about moving from a deteriorated terminal facility to suitable administrative space, where would that move be to?

Major General LANG. It would be to Bayonne, N.J., which is just across the water, and it is for that purpose we are requesting the approximately $3.4 million that it would cost to do the job, sir.

Senator MANSFIELD. Thank you.

Major General LANG. For the purpose of orientation, this is Brooklyn from a photograph. I have tried to outline the key positions. You will note in this huge activity, which is about 96 acres, the only activities used by the Army are the three small ones outlined in red—an administrative building and parts of offices in these two buildings, a total of about 235,000 square feet, and, to use that space for administrative purposes, we are being forced to maintain 96 acres.

Now, the area in blue here is occupied by the post office department, with the exception of this area we have. The post office has 24.5 acres, and we are, in fact, a host to them and we are reimbursed by them. Their idea is to tear down this facility and make a modern mail distribution center for the post office department in this particular facility which we do not need.

By the same token, the city of New York has leased the area in yellow, the piers and the storage area here, and they have commercial container operations going on there involving foreign-flag ships coming in and depositing containers in this area here, as you can see, with this industrial-type activity.

Now the city of New York pays direct to the U.S. Treasury for this on an annual lease, but the city of New York has plans to take over this area and merge it with what is called the Bush Terminal area which is down the water a way and build a commercial container facility.

CONVERTING WAREHOUSES INTO OFFICE SPACE

So at the present time I am a small user of this facility, using the administrative space only, and yet I am in the position of being the host to the post office and to the city of New York. In addition, the Navy uses this pier to tie up small craft in the New York area just because it is there. This facility was built in 1917 as a working terminal and these buildings here are warehouses that are now to the point where no one can really use them for anything. The post office uses them for storage but one of their high officials has told me he has the worst pilferage problem in the United States here just because of the construction of the building. They have huge pillars to support the weight of the upper floors and it is very easy for a person to hide behind those pillars and to do what he is going to do which is normally not in the interest of the U.S. Government. Our request for funds is to get out of this area and to move to administrative space in a facility we now own and control. The money is requested to convert warehouse into office space.

UTILIZATION OF TERMINAL

Now the utilization of the terminal, as I have said, was broken down between these areas. My Eastern headquarters, of a little over a thousand people, uses about 237,000 square feet. The Navy subactivity,

MSC, has about 445 people and they use 130,000 square feet. The postal department is a big user, peoplewise, and the office space they have is negligible, but they have a huge amount of storage space, 800,000 square feet. The city of New York has a small work force there, but uses a large area including three piers.

With respect to future use of the terminal, the Post Office wants to demolish the building and to erect a modern building. The city of New York wants to integrate the piers and the buildings down the street. I would like very much to get out of there because it is an inefficient operation and I don't believe the Army should be in the position of being a host to the Post Office Department and the city of New York and others when we don't need the facility.

CONDITION OF TERMINAL

With respect to the condition of the terminal, we have had minimum maintenance there since 1964. I requested and received $186,000 from the Army for emergency repairs to the outsides of the building. There are 70- and 80-pound pieces of concrete falling off the outside walls, falling seven and eight stories down to the ground area, and the U.S. Government, I believe, would be subject to claim if any person in there for the city of New York or the Post Office Department were hit by one of those pieces of concrete. We can't avoid it, so it is an emergency-type repair.

I have been in command of this organization for about 2½ years, and I have had several emergency repairs made just to get steam heat in there so that the employees can work in comfort. These are the types of things we would have to do for the steam system, the hot water pipes, and the return pipes in all buildings. The primary steam system itself is deteriorated, as well as roof leaders and the repair of freight elevators. Those freight elevators are the ones that are being used to move the people to the various floors.

I would point out that in December 1968 we had a water line break and almost 5,000 employees had to be put on administrative leave for 4 days because there was no heat in the buildings in the winter time. We have had two pier fires since the city of New York took over the piers, and in each case it added to the deteriorated condition. We never need to use those piers, we have no such requirement, but by the same token if the Government is the host there we have an obligation to make sure that the facility just does not collapse and fall into the water.

SURVEY FOR SUITABLE LOCATION

We have surveyed a number of alternate locations since 1964 to try and find a place where we could move this organization. We looked at the ones located here; the ones in the immediate area, Fort Hamilton and Fort Wadsworth; the Federal Building in downtown New York; Fort Benjamin Harrison; Kansas City; and Fort Tilden. In each one of these areas the facilities available are World War II barracks.

A traffic manager who has a job to do and who has a clientele to meet with a certain amount of respect, cannot be put into a World War II building where the heat is subject to the condition of an anti-

quated boiler and expect him to do a job. By the same token, I would lose my efficiency if I have my group of people scattered in a number of buildings around a post, camp or station which is engaged in some other business. As a matter of fact, the job these people do is related to the east coast, and displacing them to the Midwest or the South is just not responsive to the mission.

The most recent offer I had is leased space in the World Trade Center on the 96th floor with a 40-year lease requirement which could cost us $1.1 million a year. I cannot see that it is in the Government's interest in any way to commit us to a lease of this nature at this kind of a cost when for $3.4 million we can move to a Government-owned installation in the immediate area and utilize the facilities already there instead of having to create new facilities in a leased building.

BAYONNE, N.J., TERMINAL

The other alternative I have then is to move to the terminal in Bayonne, N.J., which is under my command and my control, and is suitable for conversion to ideal office space.

This is the Military Ocean Terminal at Bayonne. Bayonne was created in 1940 under the Navy and they have some fine facilities there which we have upgraded during the time that we have had it since 1965. We are concerned with building 42 which is a large concrete warehouse. The Navy has an administrative activity on the seventh floor at the present time and our proposal is to take over the fifth and sixth floors, to get the space that we need, and by using a Government facility where we will have the money for the future rather than paying on a lease to a commercial building in downtown New York or in Brooklyn. The only other offers we have had were substandard warehouses in about as bad an area as we are in now, and I cannot see recommending to the Government that we use Government funds to go from a bad situation to an equally bad one.

Now I show you a photo of Bayonne. I understand this will not be too meaningful to you but it shows the utilization of the activity. There has been some concern that Bayonne is only a water terminal and as we phased down our Government cargo and as we go to more container operations, this facility won't be required. Bayonne is not just a terminal, it is the last military industrial area in the New York environment. It is occupied right now by the Navy in the area shown in green.

There are two ships home ported there and there are people that live in housing which we have in this area. Seventy-five of my 125 sets of quarters are reserved for the Navy because when it was transferred to us that was our commitment. The Navy has a drydock here, where they store carriers. At the present time the *Shangri-La* is to go into Bayonne in November for storage. We are committed for additional space to the Navy here to tie up inactive ships because the facility is available.

We occupy the buildings in red. The General Services Administration is in the buildings in yellow. So it by no means can be considered a terminal. It is a Government facility, and it has space available that we can use for our purpose.

UTILIZATION OF CONTAINERS

Our current utilization in addition to the things I mentioned, is stuffing containers there. As you know, containers are these large trailer-like boxes in which we do so much shipping today. Many of the containers are not stuffed at origin, but shipped to port and we ship for export. We ship cargo out of Bayonne to Europe. We also provide service facilities for other DOD activities.

This is the tonnage workload. We have handled 1.8 million measurement tons of cargo during 1971. To show the diversity that we have in addition to the terminal, we have the Naval International Logistics Command with about 400 people. The Naval Supply Center, Newport, has an activity there, the Military Sealift Command has some people at Bayonne, the Naval Supervisor of Shipbuilding, the Army Strategic Communications Command, and a property disposal activity. We handle all that for the Defense Department in New York.

GSA is located there with some 105 people, and there are other miscellaneous type activities—the two home ported ships, dead storage of ships, and 75 sets of Navy quarters. This is a well-rounded installation and we merely propose to use some of the excess space there.

We plan to use commercial piers for containerized cargo but we still have a requirement to process a certain amount of cargo through the Bayonne facility. At no time will the break bulk cargo completely dry up, and there is a requirement for a military terminal on the east and on the west coast.

In our development of Bayonne, since we took it over in 1967, we have increased our vehicle processing facilities, we have improved the road standards, we have improved the caliber of or container storage areas, we have proposed a modern container stuffing station, and we are making a traffic engineering and industrial engineering study to make sure we are doing the job efficiently.

SAVING THROUGH CONSOLIDATION

If we discontinue the use of Brooklyn, it will save about $1.6 million a year in annual operating costs we are spending right now and an expenditure of $7 million in deferred maintenance. Our annual operating cost will be $3.8 million for the next 5 years. We can save through consolidation a million and a half more. Now by that I mean I am maintaining at the present time two facilities, Bayonne and Brooklyn. I can wipe out the guards, and messengers, I can consolidate some of my automatic data processing, and we have established and earmarked a clearcut saving of $1.5 million. So our annual saving would be $4.5 million. We have additional cost at Bayonne so we must degrade to net saving of $4.5 million in a year to $3.8 million.

The one-time cost of relocation is $4.7 million. This included the cost of moving people who are entitled, under civil service regulations, to move at Government expense. However, many of our people now live in areas not far from Bayonne so there would be no move required, but we did figure on that contingency in case it should come up.

RELOCATION COSTS

Our total relocation cost, as we see it, is $4.7 million. It is our view that we can amortize the cost that we are asking for in less than 1½ years. We have checked these figures over and they are the best estimates we can make. They have not been challenged in the past 2 years of submissions, and in my best opinion, they are accurate and proper for this submission.

My conclusions and those of my staff, and all those who reviewed this project, are that we must move out of Brooklyn. It is a disgrace to leave our people there 1 day longer. We can save money, we can use the Bayonne installation indefinitely, we will be going into Government facilities. The move is the lowest cost and the most practical option that I have available to me. I am interested in managing this operation properly and efficiently. I cannot do it in the present situation and I earnestly seek your help to enable me to make this move.

Senator MANSFIELD. Thank you, General. I think you have made a very impressive statement.

Senator Percy.

Senator PERCY. Only one question. General Lang, this decision has been pending since November 1964, is that right?

Major General LANG. Sir, the decision to excess the buildings was made in November 1964. We have been looking for places to move, my predecessors and I, since that time. We went through this list of military installations. This project was submitted by me right after I assumed command in about June of 1969.

Senator PERCY. What is it about the decisionmaking process in the military that takes so long once a decision has been made and once the savings are so clearcut? November 1964 is a long time ago.

Major General LANG. Yes, sir; there, of course, have been funding problems with each one of these proposals. In several areas that we wanted to go to, for example, Fort Wadsworth, there was an additional requirement for that particular facility. We thought we had another possibility at Fort Benjamin Harrison and that was denied so we are now pursuing this trail.

MAINTENANCE AND REPAIR

Senator PERCY. I am thinking in your statement you indicated that maintenance and repair has been kept at a minimum since it was declared surplus in 1964.

Major General LANG. Yes, sir.

Senator PERCY. How much has been spent since that time just to keep this facility going?

Major General LANG. About $2.3 million a year, sir.

Senator PERCY. And against a potential savings of $3.5 million we poured $2.3 million into it to just keep it going for lack of a decision. In other words, why would the decision not have been made years ago to move the facility, obviously it appears desirable to do it now.

Major General LANG. Well, sir, the Army has made the decision, but as you know it is a matter of funding now and that has been my

hold up for over 2 years. There has been no question I have the authorization to move, but I didn't get the money.

Senator PERCY. In other words, have we held you up in the Congress?

Major General LANG. Sir, I am not in a position to say. I know it was not approved last year, so to that point I would have to say that there was a hold up last year in that I was granted the authorization, I was not granted the appropriation.

Senator PERCY. One last question, General Lang. What is the status of the proposed modernized container stuffing operation now?

Major General LANG. That is in my program. It is in the 1974 program, sir, and that is merely to stuff the containers, it is not with container cranes for container handling. We will use commercial facilities for that. I struck that out of the program but we do need certain facilities so we can handle these containers and actually stuff them, and I have that programed for 1974.

Senator PERCY. Thank you.

No further questions, Mr. Chairman.

Major General KJELLSTROM. Mr. Chairman, may I expand on one question. The House struck out this request last year and they struck it out again this year in their review of the MCA appropriation request. Our request to you is to reinstate the markup by the House.

Senator PERCY. Do you know what their attitude is this year?

IMPACT ON PERSONNEL

Major General KJELLSTROM. They are very concerned, as I understand it, on the impact on personnel. Senator, General Lang has very carefully gone through the impact on personnel and it is quite minimum considering the overall New York metropolitan area.

Major General LANG. We would expect 70 percent of our people would move. With the city of New York wanting to go in there and do developmental work, I am sure the people who might choose not to move will not necessarily be out of a job.

Senator MANSFIELD. General, how many personnel would be affected by this move?

Major General LANG. The number that I would have, sir, would be right about a thousand; and in addition to that, the Military Sea Lift Command would want to come along with us. They would have between 400 and 500 people.

SECURITY PROBLEMS AFFECTING MILITARY OCEAN TERMINAL, BROOKLYN

Senator MANSFIELD. Do you have a security problem at Brooklyn?

Major General LANG. Yes, sir. We have security problems in each one of our installations and Brooklyn has been one; and as I pointed out, the post office is particularly suffering in this area. That is not my concern, they are responsible for their own security, but it points up again the undesirability of that particular area for administrative purposes.

Senator MANSFIELD. For the record, general, could you go into detail and furnish us with information as to the security problem in Brooklyn over the period from 1964 down to date?

Major General LANG. Yes, sir; I will be glad to.

Senator MANSFIELD. All aspects of the problem.

Major General LANG. Yes, sir; I will be glad to provide that for the record.

Senator MANSFIELD. Thank you, general.

(The information follows:)

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Specifically, my information is based on conversations regarding circumstances pertaining to the Postal Service operations at the Brooklyn activity. Postal inspectors are constantly investigating gambling, prostitution, and incidents of larceny of the U.S. mail by the Post Office employees tenanted within this facility. There has been one known shooting, several knifings, and numerous narcotics cases within the Post Office area within the past year. However, the Army doesn't maintain crime statistics on internal Post Office or other tenanted agencies. Crime reports covering the installation in Brooklyn were not maintained prior to 1969. Since all cargo handling functions were transferred to Bayonne, New Jersey, in 1966, currently there are no intransit cargo losses at our Brooklyn activity. Fifteen "bomb threats" were received at the terminal during the past year. The physical location and condition of the Brooklyn installation influences the security problems encountered.

The Brooklyn facility is situated in an area which is approximately 2/3 industrial/commercial and 1/3 residential. Most commercial buildings and the row-house type residences are in a declining state of repair. The inhabitants allow streets and alleyways to remain littered with various types of debris and garbage. There are numerous battered and abandoned vehicles on the streets. The general area gives ample evidence of continuing chronic vandalism.

The number of "criminal acts investigated" in the immediate vicinity by the Metropolitan Police last year almost doubled. These investigations include crimes involving assaults, muggings, narcotics, thefts and burglary. It has been necessary for some time to furnish transportation to and from subway stations for Eastern Area, MTMTS employees who work after normal duty hours. The installation is bordered by the New York Harbor on one side; a cargo truck "delivery" street bordered with run down warehouses on a second side; gas stations and garages dealing in wrecked automobiles, usually profusely scattered about the adjacent parking areas, on a third side; and by abandoned Long Island Railroad property on the fourth side, filled with high grass, rusting and dilapidated shacks and equipment. This abandoned property abounds with numerous vagrants who often start brush and building fires, as the result of "pot" parties or attempts at keeping warm. The fires, vandalism and the attempts at larceny perpetrated by these individuals present a continuing threat to this installation. All the police can do is to run them out, but they return again since this abandoned railroad area is easily accessible to anyone who wishes to enter.

Senator MANSFIELD. The next witness is Colonal Loome. Proceed.

Colonel LOOME. I am Colonel Loome, director of Budget and Manpower, Safeguard System Office. I have no prepared statement, sir.

Senator MANSFIELD. All right. Colonel, I understand you have something to do with the Safeguard and the application of funds thereto. What action did the Senate Armed Services Committee take in regards to authorizing funds for the continuation of the construction of the Safeguard System?

Colonel LOOME. Sir, the Senate Armed Services Committee reduced our fiscal year 1972 authorization request by $74 million, from $172.5 million to $98.5 million. Concurrently, they withdrew the previous authorization to commence construction at a third site near Whiteman Air Force Base in Missouri, denied our request to commence construction of a fourth site near Warren Air Force Base in Wyoming, and denied our request for advanced preparation of an alternate fourth site at the National Command Authority in Washington, D.C.

Senator MANSFIELD. If this reduction stands, will it in any way affect the construction of sites at Malmstrom and Grand Forks?

Colonel LOOME. No, sir; the $74 million reduction in the Safeguard request will not affect the construction at Grand Forks or Malmstrom. Sufficient funds are still available to complete the construction at both of these sites. However, we should recognize that because of higher labor costs, it may be necessary to apply at Malmstrom some of the funds already appropriated and available in addition to those programed for Malmstrom. The exact amount which will be diverted will depend on the final outcome of our current contract negotiations. Eventually, the increased costs at Malmstrom will have to be reflected in the program costs for follow-on sites at Whiteman and Warren.

Senator MANSFIELD. Is it not true that at Malmstrom no construction was started because labor and the contractors just could not get together on a wage scale?

Colonel LOOME. That is essentially correct for the follow-on major construction, sir. The two bids made on the construction contract in March 1971 exceeded our estimates by more than 17 percent. Analysis of the bids indicated that the absence of a project wage agreement led the bidders to include high contingency factors in their bids. The bids were rejected as excessive, in April 1971. Subsequent negotiations with the same bidders have been carried on under the auspices of Executive Order 11588, March 29, 1971, which provides for stabilization of wages and prices in the construction industry.

Senator MANSFIELD. So if they don't get together, it may be that construction at Malmstrom will be held in abeyance until some time in the future.

Colonel LOOME. Yes, sir; that is correct.

Senator MANSFIELD. Despite the need for these two systems, according to administration testimony.

Colonel LOOME. We are hopeful, of course, that an agreement will be reached and very shortly. We have a target date of November 1 for award of the contract.

Senator MANSFIELD. Colonel, will this reduction made by the armed services affect in any way in assistance to the communities in North Dakota and Montana?

Colonel LOOME. No, sir; it will not. The Department of Defense authorization legislation recommended by the SASC and subsequently approved by the Senate provided $5.2 million for community impact assistance.

Senator MANSFIELD. Colonel, will the funds requested for this fiscal year be sufficient to complete construction of both Grand Forks and Malmstrom?

Colonel LOOME. Yes, sir.

Senator MANSFIELD. That is all. Thank you.

Senator Percy?

Senator PERCY. No further questions.

Senator MANSFIELD. Thank you, Colonel.

STATUS OF SAFEGUARD ACTIVITIES AT MALMSTROM

The fact sheet and the document having to do with the status of the Safeguard activity at Malmstrom and one having to do with community impact assistance relating to Safeguard will be incorporated in the record at the appropriate place.

(The fact sheet follows:)

SUBJECT: Status of SAFEGUARD Activities at the Malmstrom Site

PURPOSE: To provide information on the current status of SAFEGUARD activities at the Malmstrom site.

FACTS.

1. Location. The SAFEGUARD facilities for Montana consist of the Missile Site Radar (MSR) and its associated SPARTAN and SPRINT field located near Conrad in Pondera County, the Perimeter Acquisition Radar (PAR) located southeast of Shelby in Toole County and four Remote Launch Sites (RLS).

2. Status of Construction. The following is the status of construction at the Malmstrom site under the advanced construction contracts which are now complete.

a. Missile Site Radar Facilities. The excavation and construction of the first floor slabs for the Missile Site Control Building and the Missile Site Radar Power Plant, and the construction of drainage and parking facilities are complete.

b. The first and second floor slabs and selected walls for the Perimeter Acquisition Radar Building, the first floor slab of the Perimeter Acquisition Radar Power Plant and the construction of an access road are complete.

3. Award of the Major Construction Contract.

a. Bids for construction of the major technical facilities at Malmstrom exceeded the Government estimate by over 17% and were rejected in April 1971. The Division Engineer, U.S. Army Engineer Division, Huntsville has been negotiating with the two bidders in an effort to reduce the cost of this proposed contract.

b. Since these negotiations were begun, the prospective bidders reached agreement with Union representatives of nine of the fourteen crafts to be employed on the Malmstrom contract. A wage package including this project agreement and existing wage agreements for the remaining five crafts was submitted to the Construction Industry Stabilization Committee on 4 June 1971 for approval under Executive Order 11588; however, on 29 July 1971 the Committee found the wage package not acceptable.

c. In further efforts to resolve the wage problem, the Secretary of the Army on 2 August 1971 requested assistance from the Secretary of Labor, who in turn requested the Chairman, CISC, and the President, Construction and Building Trades Department, AFL-CIO, to seek a Project Stabilization Agreement (PSA). A PSA has been approved by the CISC and is under consideration by the craft members of the Construction and Building Trades Department, AFL-CIO.

d. The Division Engineer, USAEDH, requested the two offerors to submit revised proposals leading toward a negotiated fixed price contract with a wage adjustment clause. One of the offerors submitted a revised proposal and a pending contract has been negotiated. Final action on the contract by the Chief of Engineers is subject only to ratification of the PSA by the Construction and Building Trades Department, AFL-CIO, and acceptance of this PSA by the contractor. Target date for award of the contract is 1 November 1971.

4. Status of Funding. The approved FY 68-71 MCA program for Malmstrom site is $217 million with $19 million included in the FY 72 budget request to complete construction. Because of the wage package problems noted above and the inability to award the construction contract, we do not have a firm basis for revising schedules or estimated costs. As of this date, $48 million has been obligated toward the Malmstrom site.

5. Status of Community Impact Assistance.

a. Section 610 of PL 91-511 (the FY-71 MILCON Authorization Act) authorized the Secretary of Defense to provide assistance to communities located near SAFEGUARD sites in North Dakota and Montana. The purpose of the authorization was to assist such communities in meeting the increased costs of providing municipal services and facilities to residents where the increased need for such service is a direct result of SAFEGUARD connected activities. The assistance was to be provided through the administrative machinery and procedures of existing Federal assistance programs, and appropriations in an amount of $11.8 million were made to finance this authorization.

b. The authority of the Secretary of Defense under this authorization was delegated to the Secretary of the Army by memorandum of November 23, 1970. Subsequently this authority was redelegated to the SAFEGUARD System Manager.

c. As of 22 October 1971 a total of 21 requests from Montana for impact assistance have been received from administering Federal departments and agencies, for a total of $7,969,426. To date, 14 of these requests have been approved and SAFEGUARD funds in the amount of $3,150,073 have been transferred to the Federal departments concerned. Seven Montana requests have been disapproved because they failed to meet the statutory requirements of Section 610, PL 91-511.

d. $5.2 million has been requested in FY 72 SAFEGUARD Budget Request and is the estimated fiscal year 1972 cost of providing those services attributable to SAFEGUARD Community Impact in North Dakota and Montana, which is estimated will have to be funded by the Department of Defense under Section 610 of PL 91-511. The $5.2 million sum is the best estimate of the assistance needed to help alleviate a continuing requirement for services such as school operations and maintenance and police protection.

e. Of the 1971 $11.8 appropriation, $5,479,867 remains available for transfer to Federal departments and agencies. These funds will accommodate assistance requests now on hand and being processed within SAFEGUARD which may be approved. In addition to outstanding applications, assistance requests which are currently anticipated, according to advance information received from Federal agencies concerned, are estimated to exceed $5.0 million. Known requests for school construction, school operation and maintenance, roads, comprehensive planning, fire and police facilities, and waste disposal projects are now being processed by appropriate Federal agencies concerned.

SUBJECT: Community Impact Assistance (SAFEGUARD)

PURPOSE. To provide a status report on the funding accomplished against the $11.8 million provided for community impact assistance in the FY 71 MCA bill, and a forecast of the intended use of the $5.2 million requested for FY 72.

FACTS.

1. Provisions of Section 610 of Public Law 91-511 require that community impact assistance requests be administered through the existing Federal programs of the various Federal departments and agencies. Once a request reaches the Federal department or agency concerned, it is evaluated by that department or agency and forwarded to the SAFEGUARD System Manager for evaluation of eligibility under Section 610, PL 91-511. Then, subject to availability of funds, the assistance determined appropriate will be provided through the correct program at the administering Federal department or agency, which will provide for release of the community impact funds to the applicant community.

2. Procedures have been developed with the various Federal departments and agencies concerned for processing community assistance requests. Memoranda of understanding have been negotiated with the Departments of Justice, Transportation, HUD, Agriculture, and Interior, and with the Offices of Education and Public Health at HEW, and with the Office of Civil Defense. Memoranda are currently being finalized with the Department of Commerce, and the Environmental Protection Agency.

3. After about two-thirds of the original $7 million apportionment of the $11.8 million appropriated for community impact assistance had been transferred in response to applications; the remaining $4.8 million was requested, and approved by OMB on 2 August 1971, in order to facilitate rapid administration of funds in response to approved requests from applicant communities.

4. As of 22 October 1971 a total of $6,320,133 of SAFEGUARD community impact funds has been transferred to 7 administering Federal departments and agencies. This amount was provided against 53 requests which were approved in whole or part, $3,150,073 for Montana, and $3,170,060 for North Dakota. Summary sheets containing a listing of all requests received from each state - totaling 87 as of this date, are attached as inclosure 1.

5. To date, requests for $13,552,759 have been received from 7 Federal agencies - United States Department of Agriculture; Health, Education and Welfare; Housing and Urban Development; Justice; Interior; Office of Civil Defense - United States Department of the Army; and United States Department of Transportation. Sixty-six requests for a total of $5,583,333 SAFEGUARD impact assistance funds have been received from North Dakota, and 21 from Montana, for $7,969,426.

6. Of the 1971 $11.8 appropriation, $5,479,867 remains available for transfer to Federal departments and agencies. These funds will accommodate those assistance requests now on hand and being processed within SAFEGUARD. In addition to outstanding applications, assistance requests which are currently anticipated, according to advance information received from Federal agencies concerned, are estimated to exceed $5.0 million. Known requests for school construction, school operation and maintenance, roads, comprehensive planning, fire and police facilities, and waste disposal projects are now being processed by appropriate Federal agencies concerned.

7. It is anticipated that the $11.8 million appropriation will be sufficient to fund the SAFEGUARD portion of the known requests which warrant SAFEGUARD participation through December 1971. The $5.2 million requested in the FY 72 SAFEGUARD Budget Request is the estimated cost of the assistance which will be needed to help alleviate a continuing requirement for services such as school operation and maintenance, and police protection, as well as requests not yet identified by field agencies; and is based on information from the Grand Forks and Malmstrom SAFEGUARD community impact reports, updated to reflect what has actually occurred to date in communities involved, and from continuing contact with Federal and site activation personnel located at Malmstrom and Grand Forks.

8. At the present time, applications totaling over $16 million are being drawn up in North Dakota and Montana for submission in FY 72. Other recurring assistance requirements, such as school operation and maintenance costs, will also be submitted in FY 72. These are not included in the $16 million mentioned above.

STATUS OF COMMUNITY IMPACT ASSISTANCE REQUESTS
FOR NORTH DAKOTA RECEIVED BY SAFEGUARD SYSTEM MANAGER AS 22 OCTOBER 1971

FROM AGENCY	PROJECT	COMMUNITY	DATE RECEIVED	AMOUNT REQUESTED	AMOUNT TRANSFERRED	DATE CLOSED
HEW OOE	School Construction	Langdon, ND	25 Feb	487,104	395,064	25 Mar
USDA	Water & Sewage	Lawton, ND	05 Mar	109,000	0	30 Mar
USDA	Water Project	Hoople, ND	05 Mar	300,000	0	30 Mar
USDA	Water & Waste Disposal Project	Langdon, ND	05 Mar	401,000	206,032	25 Jun
	Req for Additional Funds		05 May	272,321	226,454	30 Jun
USDA	Waste Disposal Project	Mountain, ND	05 Mar	82,300	0	30 Mar
USDA	Water & Waste Project	Nekoma, ND	05 Mar	139,000	0	08 Apr
USDA	Water Project	Milton, ND	05 Mar	75,500	0	30 Mar
HEW OOE	School Operation & Maint.	Langdon, ND	17 Mar	13,923	13,923	06 Apr
	Additional Funds Provided	Langdon, ND		11,873	11,873	18 Jun
HEW OOE	School Operation & Maint.	Edmore, ND	17 Mar	4,214	1,334	26 Apr
HEW OOE	School Operation & Maint.	Edinburg, ND	17 Mar	1,280	480	24 May
HEW OOE	School Operation & Maint.	Cavalier, ND	17 Mar	2,667	2,241	18 May
HEW OOE	School Operation & Maint.	Emerado, ND	17 Mar	9,069	0	07 Apr
HEW OOE	School Operation & Maint.	Inkster, ND	17 Mar	1,067	0	07 Apr
HEW OOE	School Operation & Maint.	Grand Forks, ND	17 Mar	51,294	5,102	01 Jun
HEW OOE	School Operation & Maint.	Walhalla, ND	17 Mar	2,934	1,174	27 May

FROM AGENCY	PROJECT	COMMUNITY	DATE RECEIVED	AMOUNT REQUESTED	AMOUNT TRANSFERRED	DATE CLOSED
HEW OOE	School Operation & Maint.	Alsen, ND	17 Mar	960	480	24 May
HEW OOE	School Operation & Maint.	Nekoma, ND	17 Mar	1,440	1,440	11 Jun
HEW OOE	School Operation & Maint.	Northwood, ND	17 Mar	2,134	0	19 May
HEW OOE	School Operation & Maint.	Mekinock, ND	17 Mar	800	0	07 Apr
HEW OOE	School Operation & Maint.	Park River, ND	17 Mar	2,027	533	27 May
HEW OOE	School Operation & Maint.	Rolette, ND	17 Mar	2,507	0	07 Apr
HEW OOE	School Operation & Maint.	Pembina, ND	17 Mar	3,628	0	07 Apr
HEW OOE	School Operation & Maint.	Lakota, ND	17 Mar	2,667	2,080	11 Jun
HEW OOE	School Operation & Maint.	Adams, ND	17 Mar	1,707	640	19 May
HEW OOE	School Operation & Maint.	Larimore, ND	17 Mar	9,229	0	06 Apr
HEW OOE	School Operation & Maint.	Underwood, ND	25 May	1,493	0	09 Jun
HEW-L	Library Service	Grafton, ND	27 May	25,000	25,000	11 Jun
HUD	Comprehensive Planning	North Dakota	7 Jun	67,711	67,711	10 Jun
HEW-PHS	Cavalier Cty. Mem. Hospital	Langdon, ND	17 Jun	376,145	376,145	02 Jul
HEW-PHS	Pembina Cty. Mem. Hospital	Cavalier, ND	17 Jun	456,132	456,132	02 Jul
HEW-PHS	Christian Unity Hospital	Grafton, ND	17 Jun	49,608	0	02 Jul
HEW-PHS	Housing Hygiene and Sanitation Assist.	Grand Forks, ND Depl. Area	19 Jun	20,000	28,302	30 Jun

FROM AGENCY	PROJECT	COMMUNITY	DATE RECEIVED	AMOUNT REQUESTED	AMOUNT TRANSFERRED	DATE CLOSED
USDA	Waste Disposal Proj	Mountain, ND	25 Jun	82,300	82,300	28 Jul
USDA	Water & Waste Proj	Milton, ND	25 Jun	75,500	59,400	3 Aug
USDA	Water & Waste Proj	Nekoma, ND	25 Jun	139,000	139,000	08 Jul
USDA	Water Project	Osnabrock, ND	25 Jun	80,000	80,000	04 Aug
OCD-OSA	Fire / Rescue Eq	Devils Lake, ND	30 Jun	75,564	0	27 Jul
OCD-OSA	Fire / Rescue Eq	Edmore, ND	30 Jun	50,000	0	03 Aug
OCD-OSA	Fire / Rescue Eq	Langdon, ND	30 Jun	70,000	20,000	06 Aug
OCD-OSA	Fire / Rescue Eq	Mountain, ND	30 Jun	18,600	18,600	23 Aug
OCD-OSA	Fire / Rescue Eq	Cavalier, ND	30 Jun	31,235	7,261	23 Aug
OCD-OSA	Fire / Rescue Eq	Crystal, ND	30 Jun	9,070	0	06 Aug
OCD-OSA	Fire / Rescue Eq	Milton, ND	30 Jun	24,640	4,187	23 Aug
OCD-OSA	Fire / Rescue Eq	Hamilton, ND	30 Jun	11,571	0	29 Jul
OCD-OSA	Fire / Rescue Eq	Nekoma, ND	30 Jun	46,531	11,531	06 Aug
OCD-OSA	Fire / Rescue Eq	Drayton, ND	30 Jun	11,000	0	29 Jul
OCD-OSA	Fire / Rescue Eq	Lankin, ND	30 Jun	30,000	0	03 Aug
OCD-OSA	Fire / Rescue Eq	Neche # 1, ND	30 Jun	21,750	0	27 Jul
OCD-OSA	Fire / Rescue Eq	Osnabrock, ND	30 Jun	4,489	4,036	23 Aug
OCD-OSA	Fire / Rescue Eq	St. Thomas, ND	30 Jun	6,459	0	29 Jul
OCD-OSA	Fire / Rescue Eq	Walhalla, ND	30 Jun	42,967	9,561	23 Aug

AGENCY	PROJECT	COMMUNITY	DATE RECEIVED	AMOUNT REQUESTED	AMOUNT TRANSFERRED	DATE CLOSED
OCD-OSA	Fire / Rescue Eq	Towner County, ND	30 Jun	3,717	0	27 Jul
OCD-OSA	Fire / Rescue Eq	Cando, ND	30 Jun	1,391	0	27 Jul
OCD-OSA	Fire / Rescue Eq	Rock Lake, ND	30 Jun	1,155	0	27 Jul
FHWA	Highway Construction	Langdon, ND	30 Jun	400,000	400,000	7 Jul
FHWA	Highway Construction	Langdon, ND	30 Jun	130,000	130,000	7 Jul
USDA	Water / Waste	Lawton, ND	30 Jun	109,000	54,500	5 Aug
FHWA	Highway Construction	Main St, Nekoma, ND	7 Jul	75,000	75,000	8 Jul
FHWA	Highway Construction	Conn. Rd, Nekoma, ND	7 Jul	40,000	40,000	8 Jul
HEW OOE	School Operation & Maint Addtl Funds Provided	Osnabrock, ND	27 Jul	747	533 214	27 Aug 13 Sep
HEW OOE	School Operation & Maint	Devils Lake, ND	27 Jul	5,174	320	30 Aug
USDA	Extension Resource Dev. Agent	Depl. Area, ND	4 Aug	23,650	23,650	31 Aug
Justice LEAA	Law Enforcement	State of ND	19 Aug	75,839* Total		
		Langdon		6,730	6,730	17 Sep
		Walhalla		2,804	2,804	17 Sep
		City of Pembina		2,894	0	17 Sep
		Walsh County		6,602	6,602	22 Sep
		Nelson County		3,262	0	17 Sep
		City of Edmore		3,374	3,374	22 Sep
		City of Cando		742	0	17 Sep

AGENCY	PROJECT	COMMUNITY	DATE RECEIVED	AMOUNT REQUESTED	AMOUNT TRANSFERRED	DATE CLOSED
Justice LEAA	Law Enforcement (continued)	City of Devils Lake		7,687	0	17 Sep
		Ramsey County and City of Devils Lake		8,021	0	17 Sep
		County of Grand Forks		406	0	17 Sep
		Pembina County		14,246	14,246	22 Sep
		Cavalier County		15,860	15,860	22 Sep
		City of Cavalier		3,211	3,211	22 Sep
FHWA	Road Construction	FAS 725, Cavalier Cty, ND	31 Aug	746,000	0	23 Sep
FHWA	Highway Construction	Langdon, ND	16 Sep	135,000	135,000	7 Oct
INT	Park Project	Langdon, ND	12 Oct	18,250		
				5,583,333	3,170,060	

STATUS OF COMMUNITY IMPACT ASSISTANCE REQUESTS
FOR MONTANA RECEIVED BY SAFEGUARD SYSTEM MANAGER AS OF 22 OCTOBER 1971

FROM AGENCY	PROJECT	COMMUNITY	DATE RECEIVED	AMOUNT REQUESTED	AMOUNT TRANSFERRED	DATE CLOSED
HUD	Planning	State of MT	28 Jan	14,891	14,891	12 Feb
HEW OOE	School Operation & Maint.	Vaughn, MT	17 Mar	957	0	06 Apr
HEW OOE	Elem School Operation & Maint.	Chester, MT	17 Mar	1,351	1,039	27 May
HEW OOE	Elem School Operation & Maint.	Conrad, MT	17 Mar	10,025	10,025	08 Jun
HEW OOE	High School Operation & Maint.	Conrad, MT	17 Mar	4,550	4,550	08 Jun
HEW OOE	High School Operation & Maint.	Great Falls, MT	17 Mar	55,947	0	14 May
HEW OOE	Elem School Operation & Maint.	Great Falls, MT	17 Mar	169,866	0	14 May
HEW OOE	Elem School Operation & Maint.	Valier, MT	17 Mar	1,278	0	06 Apr
HEW OOE	Elem School Const Dist 10	Conrad, MT	08 Mar	883,850	481,440	16 Apr
HEW OOE HEW OOE	High School Const Dist 10 Reduce amount requested	Conrad, MT	08 Mar	404,445 33,845	0	16 Apr
HEW OOE	School Construction	Great Falls, MT	25 Feb	240,720	0	07 Apr
HEW-PHS	Public Sanitarian	State of MT	12 Apr	60,000	38,640	04 Jun
USDA	Sewage Treatment Fac	Conrad, MT	07 May	281,400	164,600	11 Jun
INT	Lake Francis Project, Water & Land Conserv.	Valier, MT	09 Jun	60,000	60,000	18 Jun
FHWA	Highway Const.	MT. RT. FAS 417	01 Jul	1,000,000	1,000,000	28 Jul
FHWA	Highway Const.	MT. RT. FAS 369 EXT.	01 Jul	450,000	450,000	6 Aug

FROM AGENCY	PROJECT	COMMUNITY	DATE RECEIVED	AMOUNT REQUESTED	AMOUNT TRANSFERRED	DATE CLOSED
FHWA	Highway Const.	MT. RT. FAS 225	1 Jul	3,400,000	0	4 Aug
USDA	Water and Waste	Conrad, MT	6 Jul	817,670	816,668	27 Jul
HEW-OOE	School O&M, Elem	Shelby, MT	27 Jul	2,476	1,779	27 Aug
USDA	Extension Resource Dev. Agent	Depl Area, MT	4 Aug	25,000	25,000	31 Aug
J-LEAA	Law Enforcement	State of MT	23 Aug	85,000 *Total		18 Oct
		Conrad		8,669	8,669	18 Oct
		Pondera Cty		35,112	35,112	18 Oct
		Educ. & Training		20,000	6,666	18 Oct
		Cty Gp Home (Pond & Toole Cty)		40,000	2,760	18 Oct
		Toole Cty Sheriff		40,854	27,536	18 Oct
		9th Judic Probation Dept.		10,110	698	18 Oct
			TOTAL	7,969,426	3,150,073	

Senator MANSFIELD. Counsel, who is our next witness?

Colonel Gardiner again.

Colonel GARDINER. I have no statement to make, Mr. Chairman.

Senator MANSFIELD. All right, Colonel. What is your reporting procedure in reporting your use of minor construction funds to the Congress?

Mr. CARTON. We submit a report annually on the projects which are awarded. I believe we also submit one for the record.

Colonel GARDINER. I don't recall if we submit one for the record, but we are prepared to do this.

Senator MANSFIELD. I wish you would.

(The information follows:)

APPROVED AND FUNDED IN FY 1971
(AS OF 30 JUNE 1971)

Location	Project Description	Approved Funded Cost
Madigan General Hospital Washington	Alterations and additions to Radiology Building	159,400
Fort Carson, Colo.	Modernize and expand US Army Hospital	196,000
Fort Clayton, CZ	Replace community center facilities	195,400
Manheim, Germany	Nine Classrooms for dependent schools	199,234
Aschaffenburgh, Germany	Eight classrooms for dependent schools	198,951
Butzbach, Germany	Six classrooms for dependent schools	173,930
Letterman General Hospital, Calif.	Sound attenuation in clinical areas	173,200
Camp McCoy, Wisc.	Safety barricades at firing range	68,721
Camp Kubasaki, Okinawa	Shower and dressing facility at Pacific Middle School	141,100
Fort Lewis, Wash.	Addition to motor pool building	199,240
Camp Kue, Okinawa	Addition to medical supply warehouse	69,000
Okinawa	Replacement of bridge 218 on Highway No. 1	62,670
Okinawa	Replacement of bridges 97 & 255 on Highway No. 13	190,830
Fitzsimons General Hospital, Colo.	Additional power for Bldg 500	199,155
Fort Bliss, Texas	Additions to Firebee launch complex at Dana Ana AW Range	196,200
Fort Knox, Ky	Stockade expansion	91,900
Fort Meade, Md.	Intensive Care Units at Kimbrough Army Hospital	64,400
Tooele Army Depot, Utah	Expansion of electrical distribution system for air monitoring	126,543
Fort Benning, Ga.	Electric substation	157,000
Pusan, Korea	Replace 60 KVA No-Break Generator at Changsan VHF Site	139,000
Pine Bluff Arsenal, Ark.	Industrial Waste Treatment Facility	198,900
Fort Huachuca, Ariz.	Aircraft security ramp	60,000
Tripler Army Medical Center Hawaii	Revised project for construction of Cobalt radiotherapy pavilion	195,000
Camp Walker, Korea	Expansion of dependent school	134,900
Yongsan, Seoul, Korea	Additional dependent school facilities	195,500
Camp Carroll, Korea	Construct open depot storage area	198,000
Camp Zama, Japan	Water well in hospital area	37,840
Fort Douglas, Utah	Alterations and additions to Buildings 214 & 217 for maintenance shop facilities	212,725
Fort Sam Houston, Tex.	Burn research laboratory at Brooke Army Medical Center	191,800
Vilseck, Germany	Convert six buildings for Army School Facilities	45,500
Muenster Kaserne, Ger.	Enlisted men's mess facility	182,300

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Location	Project Description	Approved Funded Cost
Aberdeen Proving Ground, Md.	Specifications test course for vehicles	37,800
Tripler General Hospital, Hawaii	Intensive care units	198,153
Anniston Army Depot, Ala.	Missile components test and repair facility	85,000
Okinawa	Security fencing at Hamby Airfield	64,700
Okinawa	POL System modifications	181,700
West Point, N. Y.	Alterations to Hqs US Military Academy for a vault storage area	126,708
Pine Bluff Arsenal, Ark.	Security fencing and roadway	66,400
Bad Kissingen, Germany	Surface training area access road	47,100
Woodbridge, Va.	Electronic effects laboratory	219,000
Fort Buckner, Okinawa	Construct drainage area	194,200
Fitzsimons General Hospital, Colo.	Alterations to Building 500 for intensive care units	143,828
Fort Hood, Tex.	Construct electric power line	186,600
Fort Hood, Tex.	General purpose administrative facility	215,415
Sacramento Army Depot, Calif.	Addition to Building 555 for equipment maintenance facility	197,047
Fort Ord, Calif.	Improvements to main switching station (Electrical)	164,500
Fort Bragg, N. C.	ASA Intelligence processing building	175,600
Madigan General Hospital, Wash.	Addition and Alterations to laboratory	162,500
Fort Sam Houston, Tex.	Administrative space for consolidation of 4th & 5th Army HQs	299,000
Fort Huachuca, Ariz.	Administrative buildings	88,900
Fort Huachuca, Ariz.	Academic facilities	188,000
Fort Huachuca, Ariz.	BOQ facilities	299,000
Fort Leslie J. McNair, D. C.	Relocation of Headquarters, MDW	270,000
Fort Ord, Calif.	Alter facility for data processing	48,710
Tooele Army Depot	Modify Building S-605	47,500
Fort Belvoir, Va.	Improve Bldg 202 for Defense Weapons Systems Management Center	291,400
Lexington-Blue Grass Army Depot, Ky.	Security Area for Chemical Munitions	91,900
Fort Buckner, Okinawa	Tactical Wheeled vehicle facilities improvements and additions	179,300
Fort Huachuca, Ariz.	Addition to Post print plant	44,100
Fort Detrick, Md.	Relocation of MARS from Fort Leavenworth	55,100
Cigli, Turkey	Restrooms	1,700
Heilbronn, Germany	Smoke Barriers & Fire Exit Lights	1,493
Rota, Spain	4 Classrooms	25,000
San Vito, Italy	Construct Kindergarten	24,990
Gaeta, Italy	Surface playground	3,000
Bremerhaven, Germany	Alter Building #754 Safety Features	12,210
Brindisi, Italy	Renovate School Facilities	10,000
Incirlik, Turkey	Add 2 classrooms	8,700
Rhein Main, Germany	Improve Fire Protection	21,200
Ramstein, Germany	Install Fire Alarm System	1,900
Zweibruecken, Germany	Install Exit Lights	1,500

Location	Project Description	Approved Funded Cost
Wiesbaden, Germany	Improve Fire Safety	14,300
Kastel, Germany	Install Fire Escape	3,000
Hainerberg, Germany	Improve Fire Safety	12,000
Heidelberg, Germany	Expand Library	1,640
Schweinfurt, Germany	Install Shower/Dressing & Latrine Facilities for Gym	22,500
Bad Kreuznach, Germany	Construct Student Lounge & Covered Play Area	19,300
Frankfurt, Germany	Alter Kindergarten	16,500
Munich, Germany	Convert Classrooms to Science Laboratories	3,800
Giessen, Germany	Develop home economics room	1,470
Pirmasens, Germany	Install Smoke Stop Doors	2,300
Landstuhl, Germany	Install Smoke Stop Barriers & Fire Lights	3,200
Hahn, Germany	Construct Physical Education Structure	25,000
Feltwell, England	Convert School Facilities for added grades	13,300
Frankfurt, Germany	Alter Auditorium	6,940
Iraklion, Greece	Construct Latrines & Storage Area	13,100
Kornwestheim, Germany	Construct Canopy Over Exterior Walkway	13,590
Aviano, Italy	Alter school facilities	9,400
Ramstein, Germany	Install Lighting & Expand Classrm Facilities	3,600
Wuerzburg, Germany	Expand Science & Biology Laboratories	3,000
Wuerzburg, Germany	Expand Home EC Room	3,100
Upper Heyford, England	Construct Physical Education Facilities	4,800
Molesworth, England	Provide 3 Classrooms	3,100
Munich, Germany	Construct large group Instruction Hall	25,000
Nuernberg, Germany	Construct Exterior Physical Education Facilities	3,980
Europe	Fire safety and modifications to various dependent school facilities in Europe	49,500

CRITERIA FOR BUDGET REQUEST

Senator MANSFIELD. Colonel, what is the criteria that you use in determining how much you will request for minor construction?

Colonel GARDINER. Sir, there is no way that the Army can foresee just exactly what these urgent requirements are. They are based primarily on experience and it has been our experience over the last 5 years that the Army has a requirement for approximately $10 million in minor construction authorization and funding to take care of unforeseen requests for facilities.

Senator MANSFIELD. You have no hard and fast guidelines, you just take into consideration the circumstances at the time of the request?

Colonel GARDINER. Yes, sir. These are urgent unforeseen contingency situations which must be satisfied and they are not programable nor foreseeable.

CARRYOVER FUNDS, MINOR CONSTRUCTION

Senator MANSFIELD. Do you have any carryover funds for minor construction going into fiscal 1972?

Colonel GARDINER. Yes, sir; we do.

Senator MANSFIELD. How much?

Colonel GARDINER. Sir, we had approximately $4.8 million in unobligated funds going into 1972.

Senator MANSFIELD. Any questions, Senator Percy?

Thank you, Colonel.

JUSTIFICATIONS

Please put the justifications in the record and we will give them consideration at the appropriate time.

Colonel GARDINER. Yes, sir.

Senator MANSFIELD. Thank you, gentlemen.

(The justifications follow:)

Installation: Fort Campbell, Kentucky

Line Item: Airfield Complex, Phase I

Budget Request	$ 9,996,000
House Action	$ 7,996,000
Restoration Requested	$ 9,996,000

JUSTIFICATION

Aircraft support and operations facilities are required at Fort Campbell to accommodate the stationing of a combat division at that installation. The total number of aircraft to be stationed at Fort Campbell will be approximately 500. Existing facilities can provide operations and maintenance facilities for less than 100 aircraft. The new facilities required to provide operations and maintenance facilities for the additional 400 aircraft are programmed for construction over a period of three or more fiscal years starting with FY 1972 as Phase I.

The funding reduction of $2.0 million in the Phase I increment will force deferment of construction to a later program of two organizational maintenance hangars required to support cargo helicopter units of the division. The units deferred would probably be the hangar for the heavy helicopter company (CH-54) and a hangar for one of the assault support helicopter companies (CH-47) based on engineering considerations. The investment costs of the aircraft associated with these two units are in excess of $40 million. Deferral of construction of maintenance facilities for these high-cost, complex aircraft will degrade the division's maintenance capability for these aircraft, will degrade the quality of maintenance, increase maintenance costs, increase maintenance down time on the aircraft, and reduce the unit's readiness posture by forcing maintenance to be performed in extremely austere conditions. Deferral of these facilities will increase their ultimate costs due to inflationary factors, project redesign, and added costs due to fragmenting of the Phase I increment.

The $2.0 million funding reduction should be restored to this project in order to permit the construction of the total facilities required for support of the cargo helicopter elements of the division, and to permit the logical and economic progression of the total program.

Installation: US Army Aeronautical Depot Maintenance Center, Corpus Christi, Texas

Line Item: Two Turbine Engine Test Cells

Budget Request	$ 730,000
House Action	0
Restoration Requested	$ 730,000

JUSTIFICATION

This project is urgently required to replace two substandard turbine engine test cells with two permanent test cells. These substandard test cell can only be operated on an intermittent basis, cannot be used for full depot level test runs, and due to their field location are highly inefficient and contribute to the pollution of Corpus Christi Bay. They cannot be economically kept operational after FY 1974.

If the requested test cells are not obtained, five test cells will have to be operated on a three shift basis and the remaining seven test cells will be operated on a two shift basis. This allows insufficient maintenance and calibration time, leaves little capability to respond to emergency requirements, and will increase engine overhaul costs due to the requirement for overtime pay.

In order to insure a capability to meet military contingencies, Department of Defense has directed that depot facilities will generally be workloaded at a minimum rate of 85%, on a 40-hour week, 1-shift basis. The "Joint Service Report on DOD Aircraft Engine Requirements, Capabilities, and Capacities" found that the Army's facility capacity is not adequate to meet projected peak workloads generated under presently forecasted mobilization requirements. Test cells are the primary restriction to this capacity. The Report recommended the construction of additional engine test cells due to the criticality of test cell capacity and the need for test cells of high thrust at ARADMAC.

Installation: Yuma Proving Ground

Line Item: Weapons Evaluation Facility

Budget Request	$ 2,921,000
House Action	0
Restoration Requested	$ 2,921,000

JUSTIFICATION

Recent developments have greatly increased the range of tube artillery. Traditional proving grounds such as Aberdeen are no longer capable of conducting tests at maximum range, have serious air space control problems and are being squeezed by civilian encroachment. On the other hand, Yuma Proving Ground is remotely located, has no encroachment problem, can test any artillery piece at maximum range, and has liberal air space.

The Army has been compelled to shift more and more of the artillery test workload from Aberdeen to Yuma. The Yuma workload has increased from 8,000 manhours in FY 68 to 60,000 manhours in FY 70. Facilities at Yuma are inadequate to support the test program. The Weapons Evaluation Facility is a prime example of the conditions being experienced. A small storage building is being used to do some of the weapons inspections, however, large assemblies must be evaluated outdoors, the storage building has no overhead crane, tube removal and turret lifting must be accomplished outside using portable cranes. Specific functions that would be performed in the new building are: assembly, disassembly, modification, magnetic particle inspection, borescoping, optical tooling, penetrant inspection and star gauging. The Weapons Evaluation Facility is vital to the success of the artillery testing mission at Yuma.

Installation: Military Ocean Terminal, Bayonne, N.J.

Line Item: Administrative Facilities for Relocation of DOD Activities

Budget Request	$ 3,040,000
House Action	0
Restoration Requested	$ 3,040,000

JUSTIFICATION

This project is required to provide administrative space for the HQ EAMTMTS presently located at the Military Ocean Terminal, Brooklyn, N. Y. MOT Brooklyn is excess to DOD requirements and is only partially utilized by DOD activities for administrative functions. Relocation of the DOD activities will allow transfer of the property to the city which will enable activation of the terminal facilities by private concerns and create additional employment in the area.

The current annual cost of operation and maintenance of facilities under the present austere basis is $1.7 million. If this project is not approved and the DOD activities remain at MOT Brooklyn, major rehabilitation of the utilities systems must be accomplished. This will increase the annual cost of maintaining the installation to $3.1 million for the next five years. By relocating the Headquarters at this time an annual savings of $2,340,000 can be realized by only maintaining one installation.

Consolidation of activities in MOT Bayonne will permit an additional savings of $1.5 annually by a reduction in civilian manpower spaces, equipment rental costs and acquisition and maintenance costs of government-owned equipment.

Approval of this project will result in a total savings to the Governmant of $3,857,000 annually. The total one-time relocations costs will be amortized in 1.2 years.

Installation: Military Ocean Terminal, Bayonne, N. J.

Line Item: Electric Substation

Budget Request	$ 400,000
House Action	0
Restoration Requested	$ 400,000

JUSTIFICATION

This line item is related to Line Item 37 - Administrative Facilities for Relocation of DOD Activities. The cost of this project is included in the savings listed on Line Item 37 Justification Sheet.

This project is required to provide electric power to a warehouse building proposed for conversion to Administrative Space (Line Item 37).

The electric services required are to operate office lighting, office equipment, accounting machines, computer and communications equipment, new passenger elevators and air conditioning.

The requirement for power to support the relocation exceeds the capacity of the existing electrical system at the installation.

Installation: Fort Greely, Alaska

Line Item: EM Barracks w/o Mess

Budget Request	$ 1,718,000
House Action	0
Restoration Requested	$ 1,718,000

JUSTIFICATION

The proposed construction will provide additional billeting for enlisted personnel at Ft. Greely and allow for the demolition of substandard WW II Quonset hut billets now being utilized for troops attending Northern Warfare Training Center classes and troops assigned to Arctic Test Center.

Present permanent facilities consist of two 231 man, one 102 man, and one 200 man barracks for a total 764 spaces at 72 SF per man. The 764 spaces adjusted to 90 SF per man results in an installation total of 600 adequate barracks spaces. A recent bachelor housing survey dated 1 Oct 71 established a long range bachelor housing requirement of 895 barracks spaces. Based on this data the present barracks deficit at Ft Greely is 295 spaces.

The Northern Warfare Training Center has over the period of 1961-1969 scheduled 8 to 17 classes per year for summer and winter training. These classes have varied from 75 to 250 students. Experience has determined that 150 is the optimum size class. During the period 1 October to 1 May of each year, testing of Army Equipment, clothing and materinl is accomplished by the Arctic Test Center. Observer and Temporary Duty Troops are assigned to the Arctic Test Center during this period.

As an additional factor, construction of this project will allow consolidation of the installations troop housing facilities in the New Post Area which will eliminate the present requirement to transport personnel to and from the Old Post Area, a distance of one mile. It will also allow the reduction of utilities load on the Old Post Power Plant and the ultimate elimination of the Old Post Plant resulting in a decrease in operation cost.

Installation: Fort Sam Houston, Texas

Line Item: Headquarters Building

Budget Request	0
House Action (NOA)	-$2,210,000
Restoration Requested	$2,210,000

JUSTIFICATION

The proposed FY 72 authorization bill included a request to transfer authorization in the amount of $2,210,000 from Fort Sheridan to Fort Sam Houston. In addition approval to reprogram funds appropriated for Fort Sheridan by PL 91-170 to Fort Sam Houston was requested. The House denied the request to transfer authorization to Fort Sam Houston, and a reduction in new obligation authority of $2,210,000 was made.

The authorization transfer denied by the House does not negate the Army requirement for new obligation authority for projects authorized in the FY 72 MCA request. Over the past several years the Army has received reductions in the amount of funds requested without the elimination of specific authorized projects. This general reduction has resulted in a shortage of funds to cover regularly programed items. While the Army has made substantial reductions in overcoming this shortage by recouping funds from project cancellations and savings from good bid experience, a funding shortfall still exists to cover good valid projects. Failure to provide appropriations for all of the additional authorized projects in this year's program will add to the deficiency of funds and could result in the deferral of valid and needed construction of projects.

Installation: Fort Wainwright, Alaska

Line Item: Connection to Muncipal Sewage System

Budget Request	0
House Action	$2,000,000
Army Request	$2,000,000

JUSTIFICATION

This project to participate with the City of Fairbanks in a joint-use system was introduced on the Senate floor by Senator Gravel and was approved by the Committee of Conference of the Senate and House for authorization in the FY 72 MCA program. The project will provide funds for the Army's fair share for participation with the City of Fairbanks in the construction of adequate joint-use sewage collection and treatment facilities and for the necessary modifications to existing on-post facilities to connect into the proposed joint-use system. The installations existing inadequate primary treatment facilities do not meet Federal and state water pollution control standards. This project is in keeping with the Army's policy of joint participation with local or regional sewer authorities whenever feasible. The City of Fairbanks passed a bond issue in April 1971 for the construction of the proposed joint-use system.

DEPARTMENT OF THE NAVY

Military Construction Program

STATEMENT OF REAR ADM. W. M. ENGER, CEC, USN, COMMANDER, NAVAL FACILITIES ENGINEERING COMMAND

ACCOMPANIED BY:

BRIG. GEN. M. T. JANNELL, USMC, ASSISTANT QUARTERMASTER GENERAL (FACILITIES), MARINE CORPS

T. C. EMBREY, DIRECTOR, SPACE MANAGEMENT AND SERVICE DIVISION, OFFICE OF THE ASSISTANT SECRETARY OF DEFENSE, ADMINISTRATION

REAR ADM. H. S. ETTER, MC, USN, BUREAU OF MEDICINE AND SURGERY

CAPT. W. S. SWANSON, MSC, USN, NAVAL MEDICAL RESEARCH INSTITUTE

CAPT. P. J. WATSON, USN, NAVAL FACILITIES ENGINEERING COMMAND

CMDR. J. W. WEIR, CEC, USN, NAVAL FACILITIES ENGINEERING COMMAND

G. H. WOERNER, NAVAL FACILITIES ENGINEERING COMMAND

CMDR. H. A. FALK, JR., CEC, USN, NAVAL FACILITIES COMMAND

CAPT. G. A. GOETZKE, CEC, USN, NAVAL FACILITIES ENGINEERING COMMAND

LT. COL. D. C. DAVIDSON, USMC, HEADQUARTERS, MARINE CORPS (GROUND)

A. W. ABBOTT, NAVAL AIR SYSTEMS COMMAND

CAPT. M. E. MALAN, USN, BUREAU OF NAVAL PERSONNEL

ROY MARKON, NAVAL FACILITIES ENGINEERING COMMAND

W. K. TAYLOR, NAVAL FACILITY ENGINEERING COMMAND

R. J. MURPHY, NAVAL FACILITIES ENGINEERING COMMAND

CMDR. J. A. WITKOWSKI, CEC, USN, NAVAL FACILITIES ENGINEERING COMMAND

CMDR. J. A. WESTCOTT, CEC, USN, NFEC, CHESAPEAKE DIVISION

INTRODUCTION OF ASSOCIATES

Senator Mansfield. Admiral Enger.

Admiral Enger. I am Rear Adm. W. M. Enger, Civil Engineer Corps, U.S. Navy, Commander of the Naval Facilities Command. It is a privilege to review the Navy's fiscal year 1972 military construction appropriation budget request with the committee.

Brig. Gen. M. T. Jannell is here to present the Marine Corps portion of the program. Others enumerated on the witness list are available to assist in the presentation of the program.

BUDGET REQUESTS

Prior to discussing specific projects, I would like to briefly review this year's budget request. The budget requested new military construction authorization of $352,412,000 and appropriations of $405,500,000.

The majority of projects for which appropriations are requested were reviewed by this committee during the hearings held jointly with the Military Construction Subcommittee of the Senate Armed Services Committee. The portion of our program remaining to be reviewed consists of: Three projects previously authorized for which funding is requested this year; Four projects for continuing authorization; Six projects added by the Armed Services Committees; Two projects for which funding is requested under the restoration of damaged facilities authority of 10 U.S.C. 2673.

The details associated with the current appropriation request are summarized in table I at the end of my statement. Table II provides a listing of the projects denied authorization by the Armed Services Committees. Table III provides a tabulation of the authorization additions. Table IV provides a summary analysis of the President's budget request and Navy's adjusted request by naval districts. The program books before you include justification data for the projects to be reviewed.

PRIORITY OF PROJECTS

All of the projects included in this year's military construction budget are high priority projects. Many projects of practically equal priority were deferred by the Navy solely because of budget constraints. The projects are vital to achieving and supporting the Navy and Marine Corps force structures so essential to the national security of this country. We, therefore, solicit the committee's giving every consideration to fully funding the Navy military construction program.

We will be pleased to answer any questions of the committee or we are prepared to start reviewing the projects.

(The tables follow:)

TABLE I
SUMMARY OF FISCAL YEAR 1972 FUNDING PROGRAM
NAVY
(DOLLARS IN THOUSANDS)

INITIAL AUTHORIZATION REQUEST (March 30, 1971)			352,412
Less Authorization not requiring funding			
Foreign Exchange Currency Funded Projects			
(3) Classified Locations		3,733	
NAB, Coronado, Calif.			
Land Acquisition (Exchange)		45	
NWS, Seal Beach, Calif.			
Land Acquisition (Exchange)		675	
			-(4,453)
	Subtotal		347,959
UNFUNDED PRIOR YEAR AUTHORIZATIONS			
Bolling/Anacostia			
Defense Office Building		16,200	
FICPAC, Hawaii			
Fleet Intelligence Center Building		4,579	
Naval Communication Facility, Diego Garcia			
Naval Communication Facility			
(FY70 Auth 9,556 - Funding 71-5,400)		4,156	
			24,935
	Subtotal		372,894
AMENDMENTS TO PRIOR YEAR AUTHORIZATIONS			
Fiscal Year 1969 Authorization	Original	Add	
Naval Submarine Base, New London, Conn.			
Pier 2 Replacement & Quay Wall	*1,225	600	
Fiscal Year 1970 Authorization			
Naval Air Station, Alameda, Calif.			
Industrial Waste System	1,894	956	
			1,556
	Subtotal		374,450
CONTINUING AUTHORIZATION			
Urgent Minor Construction		10,000	
Access Roads		1,000	
Minor Land Acquisition		50	
Planning and Design		20,000	
			31,050
Original Budget Request-Total Obligational Authority			405,500
AUTHORIZATION DEFERRALS OR REDUCTIONS			
14 Projects (Detailed Listing Table II)			-(35,195)
AUTHORIZATION ADDITIONS			
Projects Added by Armed Services Committees			
6 Projects (Detailed Listing Table III)			4,626
RESTORATION OF DAMAGED FACILITIES PROJECTS-10 USC 2673			
Naval Air Test Center, Patuxent River, Md.			
Theater/Auditorium		508	
Long Beach Naval Shipyard, Long Beach, Calif.			
Cafeteria No. 1 Replacement		1,272	
			1,780
Revised Budget Request-Total Obligational Authority			376,711

NOTE: () Negative Amount

TABLE II
FY 1972 NAVY MILITARY CONSTRUCTION PROGRAM
AUTHORIZATION DEFERRALS OR REDUCTIONS

(DOLLARS IN THOUSANDS)

INSTALLATION/PROJECT	REQUESTED
Third Naval District	
Naval Submarine School, New London, Conn.	
Trainer Building Addition	666
Military Sealift Command, Bayonne, N.J.	
COMSCLANT Relocation	2,163
Bachelor Enlisted Quarters Modernization	82
Fourth Naval District	
Navy Aviation Supply Office, Philadelphia, Pa.	
Computer Center Alterations	855
Naval Air Development Center, Warminster, Pa.	
Horizontal Linear Accelerator	445
Naval District, Washington, D.C.	
Naval Research Laboratory, Washington, D.C.	
Radar Laboratory (1st Increment)	5,048
Naval Intelligence Center, Suitland, Md.	
Intelligence Center Addition	2,392
Sixth Naval District	
Naval Training Center, Orlando, Fla.	
Electronics/Communications Training Building	8,525
Eleventh Naval District	
Naval Weapons Center, China Lake, Calif.	
Michelson Laboratory Addition (1st Increment)	2,846
Twelfth Naval District	
Naval Schools Command, Vallejo, Calif.	
Combat Data System School (1st Increment)	4,676
Fleet Numerical Weather Central, Monterey, Calif.	
Meteorological Building	2,609
Fourteenth Naval District	
Naval Station, Pearl Harbor, Haw.	
Bachelor Officer's Quarters and Mess	2,300
Seventeenth Naval District	
Naval Arctic Research Laboratory, Barrow, Alaska	
Laboratory Facilities	2,400
Tenth Naval District	
Naval Facility, Ramey AFB, Puerto Rico	
Maintenance Building	188
	35,195

TABLE III
FY 1972 NAVY MILITARY CONSTRUCTION PROGRAM
AUTHORIZATION ADDITIONS

(DOLLARS IN THOUSANDS)

Amendments to Prior Year Authorization	Original	Add	
Fiscal Year 1970 Authorization			
Naval Submarine Base, New London, Conn.			
Sewer Connection to Public System	303	753	
Naval Air Station, Alameda, Calif.			
Industrial Waste System			
(Revision to original request)	2,850	1,120	
Fiscal Year 1971 Authorization			
Naval Ordnance Station, Indian Head, Md.			
Liquid Chemical Incinerator	159	90	
Marine Corps Recruit Depot, Parris Isl, S.C.			
Sewage Treatment Facilities	112	98	
			2,061
Additions by Armed Services Committees			
Naval Radio Station, Sugar Grove, W. Va.			
Community Building		260	
Naval Air Station, Whiting Field, Fla.			
Auditorium/Theater		600	
End Zone Improvements		758	
Naval Construction Battalion Center, Gulfport, Miss			
Mess Hall		1,150	
Navy Exchange with Cafeteria		972	
Chapel		886	
			4,626
Restoration of Damaged Facilities			
Naval Air Test Center, Patuxent River, Md.			
Theater/Auditorium		508	
Long Beach Naval Shipyard, Long Beach, Calif.			
Cafeteria No. 1 Replacement		1,272	
			1,780

TABLE IV
FY 1972 NAVY MILITARY CONSTRUCTION PROGRAM

(DOLLARS IN THOUSANDS)

COMMAND	PRESIDENT'S BUDGET	ADJUSTED REQUEST
Inside the United States:		
1st Naval District	6,081	6,081
3rd Naval District	8,392	5,481
4th Naval District	2,595	1,295
N.D. Washington, D.C.	39,565	32,633
5th Naval District	42,464	42,724
6th Naval District	47,811	43,652
8th Naval District	90	90
9th Naval District	5,870	5,870
11th Naval District	39,824	38,250
12th Naval District	14,844	7,559
13th Naval District	8,467	8,467
14th Naval District	15,011	12,711
17th Naval District	11,941	9,541
Marine Corps Facilities	46,752	46,752
Various Locations		
PA-AIR	15,474	15,474
PA-WATER	12,883	12,883
TOTAL INSIDE THE UNITED STATES	318,064	289,463
Outside the United States:		
10th Naval District	8,750	8,562
15th Naval District	716	716
Atlantic Ocean Area	6,218	6,218
European Area	1,748	1,748
Indian Ocean Area	8,950	8,950
Pacific Ocean Area	22,104	22,104
Various Locations		
PA-AIR	488	488
PA-WATER	7,412	7,412
TOTAL OUTSIDE THE UNITED STATES	56,386	56,198
Classified Projects	-----	-----
General Support Programs	374,450	345,661
Urgent Minor Construction	10,000	10,000
Minor Land Acquisitions	50	50
Planning and Design	20,000	20,000
Access Roads	1,000	1,000
TOTAL CONTINUING AUTHORIZATION	31,050	31,050
GRAND TOTAL PROGRAM	405,500	376,711
Reductions in New Obligational Authority	-------	-----
NEW OBLIGATIONAL AUTHORITY	405,500	376,711

EFFECT OF VIETNAM COSTS ON NAVY FACILITIES

Senator MANSFIELD. Thank you, Admiral.

Senator Proxmire?

Senator PROXMIRE. No questions.

Senator MANSFIELD. Senator Percy.

Senator PERCY. I would like to personally welcome Admiral Enger of my own State. We entered the Navy just about the same time, but have followed different routes.

I have just one general question. As against what the Navy would have liked to have had for construction over the past 6 or 7 years during the heavy expenditure in Vietnam, how much do you feel our facilities have declined because of the necessary diversion of funds to the Southeast Asia war area, and will you have a big rebuilding job to do now if that war does wind down?

Admiral ENGER. Senator Percy, we believe that the military construction program has necessarily been shorted in recent years. It is our estimate, for example, that we have approximately a $8 billion backlog of facilities that we believe a prudent businessman would feel compelled to remedy as rapidly as possible.

We recognize it would be impractical to do this all at one time and would prefer, if we were able, to work this backlog off at a rate of $800 million a year. However, we believe that is going to be out of reach with the shrinking budgets for the foreseeable future. We do believe we have the backlog of urgently needed facilities and that that backlog is probably not diminishing because of the deterioration and lack of modernization.

Senator PERCY. Mr. Chairman, I have no further questions other than to indicate to you, the chairman of this subcommittee, that I want to say, as I mentioned on the floor of the Senate when you were present, that one of the great costs of this war has been the deterioration in our own defense establishment. I think the Nation is considerably less safe and secure as a result of the war. I have been spending some considerable time talking with Deputy Secretary of Defense Packard and twice with Admiral Zumwalt concerning what has happened in our Navy construction program.

I intend to spend a good deal of time on the problems of the Navy, with which I served for 3 years, to try to find ways to overcome the disrepair the Navy has endured in many areas.

I am sympathetic with your problems. I do feel that this is one of the great costs of the war and the backlog has cost us very severely year after year after year. The needs have not been met simply because we have been pouring so much of our resources into Southeast Asia.

RESTORATION OF OLD CONCEPTS AND IDEAS

Senator MANSFIELD. Might I say I agree with Senator Percy. As I served as the seaman second class in the Navy, I have an interest in the Navy, too. It is not just a case of hardware or the ships, it is a case of manpower, too, and I think what we have to do is start rebuilding not just ships, but manpower, and trying to bring about a restoration of some of the older concepts and ideals which I think are vital and

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necessary to make the Armed Forces of this country as strong as they are supposed to be and for which they are initiated under the Constitution.

Thank you, Admiral.

General Jannell, do you have anything to add at this time?

General JANNELL. No, sir.

FINANCING OF MILITARY NEEDS BY PUBLIC HOUSING FUNDS

Senator PERCY. Mr. Chairman, one further point on that.

I think that the condition has been so bad in some of our naval installations, shore installations, the Navy has had to resort to the use of public housing funds to house naval personnel because they simply could not get funds for housing for our naval personnel, for families, and for enlisted men.

I think this condition, then, backdoor financing of military needs by the use of public housing funds, is really a disgrace and I think we have a very serious problem to face up to now in rebuilding much of it particularly as we go into a stronger volunteer service and have to not only provide the physical comforts of life at least, but to improve in many other fields to hold our men in service.

We have a rebuilding job to do. Thank you.

DEFENSE OFFICE BUILDING AT BOLLING AIR FORCE BASE

Admiral ENGER. Mr. Embrey is here to speak to the Defense Office Building.

Senator MANSFIELD. I understand you have a statement. Will you proceed.

Mr. EMBREY. Yes, sir.

Mr. Chairman, I am pleased to be here today in support of the project for site preparation of a Defense Office Building at Bolling Air Force Base and to present the following information on Department of Defense space requirements.

I would defer to Admiral Enger for any technical questions on construction or cost of construction. My written statement follows.

The Department of Defense, at the close of calendar year 1970 occupied some 12.4 million square feet of space in 93 General Services Administration-controlled buildings scattered over the length and breadth of the Washington metropolitan area. This total includes 7,478,202 square feet in Government-owned buildings, with a further breakout into 5,952,138 square feet satisfactory and 1,526,064 square feet substandard, plus 4,915,307 square feet in leased buildings.

In addition to these GSA buildings, DOD activities occupy approximately 13 million square feet of administrative space in buildings on military installations, with a breakout of 10,158,862 square feet satisfactory and 2,634,936 square feet substandard. We also occupy 200,000 square feet of special purpose space leased directly by DOD.

PLAN FOR DEFENSE FACILITIES IN NATIONAL CAPITAL REGION

In June of 1971 Secretary Laird approved a "Plan for Department of Defense Facilities in the National Capital Region" which was the result of a study to define what the Department of Defense

facility presence in the National Capital region should be and how this presence could be achieved. For planning purposes the study included military holdings which abutted or overlapped the boundaries of the NCR. These holdings are at Vint Hill Farms and Quantico, Va., and Fort Meade and Friendship Airport (a leasehold), Md. In keeping with current trends, reduction-in-force levels of up to 30 percent were projected in developing our true deficiencies in administrative space.

The study analyses confirmed that the number of locations now occupied could be reduced to less than 25 with an increase in efficiency and a reduction in operating costs. Further, the study proved that even with a 30 percent reduction-in-force level, the temporary, substandard, and leased space occupied would be nearly 9 million square feet unless replaced. In order to provide the flexibility required to meet contingency situations, leased space of approximately 2 million square feet would continue to be utilized.

The Congress in past years has likewise urged the Department of Defense to relocate some of its activities out of the Washington, D.C. area. The facilities study also consider this method of aiding in the solution to the space problem and a target figure of approximately 2 million square feet has been set.

DEFICIENCY IN SPACE REQUIREMENTS

With all of these factors implemented, however, there would remain a hard-core deficiency of over 4.7 million net square feet which we will need to satisfy over a period of years. The construction of the Defense Office Building represents the first major step toward satisfaction of that deficiency.

That concludes my statement, Mr. Chairman.

Senator PROXMIRE (presiding). Mr. Embrey, I have been puzzled, as I think many of the Members of the House and Senate have been, as to why we need a new Defense Office Building at a time when it was my understanding that we were reducing the Armed Forces. You are speaking of the Defense Department as well as for the Navy?

Mr. EMBREY. Yes, sir.

Senator PROXMIRE. We have cut our manpower—correct me if I am wrong—from about 3.5 million to about 2.5 million; an enormous reduction. Under these circumstances I should think we would need less, rather than more office space here in Washington.

Mr. EMBREY. The plan or the study that I mentioned previously, Mr. Chairman, projected reductions, projected movements out of Washington, reduced our total requirements in the Washington area from something like 25 million square feet of administrative space to 21 million square feet of administrative space.

TEMPORARY BUILDING SPACE UTILIZATION

Senator PROXMIRE. Why do we need a new building?

Mr. EMBREY. Because the ones left are temporary or substandard. In GSA buildings alone we occupied a million and half square feet of substandard space in temporary buildings A, B, and C for many, many years down by Fort McNair which were built during World War II or at the beginning and were built supposedly to last for, I think, the minimum of 5 and the maximum of 10 years.

They are still occupied. GSA is still putting money into them to try to keep them up. We had a situation not too long ago where one of the activities required a computer facility in the building and they have to shore up the flooring because they are wood joists.

It is things like that that we are trying to overcome.

REDUCTION OF MILITARY FORCES AND DECENTRALIZATION

Senator PROXMIRE. But if you are both reducing the military force by 30 percent or 35 percent and at the same time moving personnel out of Washington—is that correct?

Mr. EMBREY. Yes, sir.

Senator PROXMIRE. I would think that you could so economize on your readily needed space you just eliminate a lot of this.

Mr. EMBREY. We feel we would, sir, to the extent we can.

Senator PROXMIRE. Did you indicate there has only been a reduction of 25 million to 23.5 million?

Mr. EMBREY. 25 to 21 is the projected reduction in square footage of space.

Senator PROXMIRE. Is that too small considering how much the Armed Forces is to be reduced?

Mr. EMBREY. We are only talking about the Washington area, sir.

Senator PROXMIRE. Well, why should that not be in proportion or more so if we are decentralizing, moving out of the Washington area?

Mr. EMBREY. I am really not in a position to answer the personnel questions that you are asking, sir. I am concerned more with the space management and I have been given a set of figures to deal with.

Senator PROXMIRE. Well, who would be the proper person to address these questions to?

Mr. EMBREY. I can get the answer for you, sir.

Senator PROXMIRE. Will you do that?

Mr. EMBREY. Yes, sir.

(The information follows:)

The National Capital Region Facilities Plan defines what the Department of Defense facility presence in the NCR should be and how this presence should be achieved. The study's analysis of the existing 25 million square feet of administrative space shows that approximately 9.0 million of the total consists of substandard, temporary, and leased space. In reaching a projected requirement of 23.0 million square feet of administrative space, a 2.2 million square feet overall reduction, the study utilized a projected 30% reduction in personnel in the NCR over the June 1969 benchmark date. The 30% reduction premise is consistent with DoD personnel reduction projections worldwide. The net reduction of 2.2 million square feet of administrative space requirements is consistent with that projected personnel reduction when the following factors are taken into consideration: (a) not all personnel reductions result in a reduction in administrative space requirements. It should be noted that there is an accompanying reduction of 2.2 million square feet of other type space or facility requirements, making a total reduction of 4.4 million square feet of projected space requirements; (b) space can not be recovered economically on a foot for foot basis when personnel reductions are widespread affecting individual jobs within organizations rather than through discontinuance of programs or deactivation of organizations; (c) in many instances DoD personnel are overcrowded in current administrative space holdings. The projected administrative space requirements provide for occupancy in accordance with recognized DoD and GSA space standards.

As previously stated, the NCR study projects a requirement of approximately 8.7 million square feet of administrative space to be replaced. After reduction of approximately 4.0 million square feet through relocation out of Washington and reduction in leaseholds, a net replacement requirement of 4.7 million square feet remains. It is towards this requirement that the 1.5 million square feet in the requested Defense Office Building is to be balanced. It is not a request for additional space, but rather for replacement space, and does take into consideration a projected 30% reduction in the NCR.

REDUCTION OF PERSONNEL

Senator PROXMIRE. We have been working hard and the Defense Department has done an excellent job of reducing personnel.

Mr. EMBREY. Yes, sir.

Senator PROXMIRE. I think they expect a good deal more. The estimates are going to go down further. There may be a reason for it, maybe we should do it.

Mr. EMBREY. If I have specific questions stated in the record, I will be happy to prepare an answer.

DEFENSE OFFICE BUILDING, BOLLING AIR FORCE BASE: DESIGN

Senator PROXMIRE. Incidentally, is the design for this new building completed?

Mr. EMBREY. Yes, sir.

Admiral ENGER. Yes, sir; the design is complete and we are ready to advertise.

Chairman ELLENDER. May I say that design has been there a long time and I have been watching it very closely.

CENTRALIZATION IN NATIONAL CAPITAL REGION

I don't think we need it, it is a huge building they expect to construct and move out of the Pentagon more or less. That is the purpose, is it?

Mr. EMBREY. No, sir.

Chairman ELLENDER. Stay at the Pentagon also?

Mr. EMBREY. Yes, sir.

Chairman ELLENDER. And stay in the Forrestall Building that you built just recently?

Mr. EMBREY. Yes, sir.

Chairman ELLENDER. I just think it is too much centralization here in Washington, too many offices.

DEFENSE OFFICE BUILDING: ECONOMIC ANALYSIS

Senator PROXMIRE. This is conflicting: You are reducing the Armed Forces and moving out of Washington and yet you say you need now this enormous amount of space.

Could you place in the record any figures you have showing any saving that would result in the new building? I understand there is an argument that if you build the new building, you will save enough on leased space that it will pay for itself. I would like to see that and like to see it justified in detail.

Do you have that available?

Mr. EMBREY. We can make it available, sir.

(The information follows:)

An economic analysis of the proposed Defense Office Building comparing (1) construction of the DOB and (2) leasing of equivalent amount of standard commercial office space has been conducted. This analysis considered direct invest-

ment and operating costs as well as an assessment of the value of features contained in the Defense Office Building that will not be available in leased space.

This analysis shows the total cost of the Defense Office Building, in present value terms, is significantly lower than the lease alternative.

Total cost (present value)	*Millions*
Defense Office Building	$217.0
Lease	241.7

Therefore, construction of the Defense Office Building will result in a savings of $24.7 million over leasing an equivalent amount of commercial space.

APPROVAL OF BUILDING AND DESIGN PLANS

Senator PROXMIRE. Incidentally, have all the required Government agencies approved this new building?

Admiral ENGER. Yes, sir; they have.

Senator PROXMIRE. They have?

Admiral ENGER. Yes, sir.

Chairman ELLENDER. When?

Commander WESTCOTT. The building was submitted through the National Capital Planning Commission and approved January of 1971, approved by the Commission on Fine Arts in 1968, and other local agencies through these processes have also had an opportunity to pass on the project.

Chairman ELLENDER. How much space do you expect this will use?

Commander WESTCOTT. It produces 1.5 million square feet.

Chairman ELLENDER. That is at the beginning?

Commander WESTCOTT. Of net office space. That is the total building net office space, sir.

FORRESTAL BUILDING

Chairman ELLENDER. Now what would you do with the Forrestal Building that was constructed with GSA funds without anybody knowing about it? I mean, it was not presented here. I know Senator Hruska raised cain about it and so did I. It just slipped in. Nobody knew anything about it, a big building.

I remember that you even asked for your own furniture there. You succeeded in getting your own furniture in that Forrestal Building?

Mr. EMBREY. No, sir.

Chairman ELLENDER. You were looking at it and if I had not put my foot down some way, I think you would not only have had this new building, but furniture of your own design. I think the amount, as I remember, was about $2 or $3 million more.

And asking for space, don't forget that.

REPORT ON SURVEY OF DEPARTMENT OF DEFENSE OFFICE NEEDS IN NATIONAL CAPITAL BEGIN

Senator PROXMIRE. I would like to place in the record a study of this new defense office building made by the subcommittee staff, a factual study. I think it would be helpful at this point in the record.

(The report follows:)

Authority and Purpose of Survey

For puposes described in Senate Report No. 91-1318 (October 9, 1970), 91st Congress, 2nd Session, from the Committee on Appropriations, Senator Richard B. Russell appointed a special subcommittee composed of Senators John Stennis, Alan Bible, and Margaret Chase Smith, to make a survey of Department of Defense office needs in the Washington area (Appendix A). The subcommittee survey was to include the following:

1. Present office space requirements for the Department of Defense.
2. Adequacy of space requirements even with the completion of the Defense Office Building at Bolling.
3. Future office space needs of the Department of Defense.
4. Rental payments by the Department of Defense on a unit basis throughout the Washington area.
5. Determine progress made toward reducing Department of Defense personnel in the Washington area.

Geographical Area of Survey

The Washington area, for purposes of this survey, is the National Capital Region consisting of the District of Columbia; Prince Georges and Montgomery Counties in Maryland; Arlington, Fairfax, Loudoun and Prince William Counties in Virginia; and all towns, cities and military installations included in whole or in part within the outer boundaries of the foregoing counties; plus the Fort Meade, Maryland, installation and its nearby military lease-hold at Friendship Airport (Map - Appendix B).

Legislative History of Defense Office Building

For several years, the Department of Defense has been seeking authorization and funding to commence construction of a Defense Office Building at Bolling/Anacostia to help alleviate the Department's office space deficiencies in the Washington area. When this requirement was first submitted to Congress in the Fiscal Year 1968 Military Construction Program, $3.5 million was requested for site development work for construction of an office building at that location, then estimated to cost in the range of $110 to $120 million. That request was denied by the Appropriations Committees, as planning had not been sufficiently advanced to provide reliable cost estimates (Appendix C).

In the Department's programs for fiscal years 1969 and 1970, no requests were made to the Congress for construction of a Defense Office Building.

Last year the Congress authorized (but did not approve funding) $16.2 million for site clearance and preparation, access roads, and other incidental work preparatory to construction of this Defense Office Building, estimated in 1970 to cost $133.2 million, of which $106.7 million was for the structures, and $26.5 million for supporting features (Appendix D). The site, configuration and architecture for this complex to accommodate 10,000 people have been approved by the National Capital Planning Commission.

In the Fiscal Year 1972 Military Construction Program, the Department of Defense again is requesting funding in the amount of $16.2 million, as authorized in Public Law 91-511, to start work on this project, for which plans are now complete.

The Department plans to request additional authorization and funding in the Fiscal Year 1973 Program in the amount of $66 million, and in the Fiscal Year 1974 Program in the amount of $62.7 million, for a total project cost of $144.9 million (Appendix E).

Space Utilized by Defense in the Washington Area (National Capital Region)

At 88 locations in the National Capital Region, 61.7 million net square feet of space (of which about 5 million square feet are leased) are utilized by the Department of Defense to accommodate 220,000 civilian and military employees. About half of these locations are government-owned and half are leased. Approximately 41 percent of this space is devoted to administrative uses and 59 percent is devoted to all other types of uses. One-fifth of the existing space is classified as unsatisfactory. On the whole, facilities located outside the Capital Beltway, Interstate 495, are few in number and large in land area, while those inside the Capital Beltway are numerous and, in general, relatively small in land area. Only four minor lease-holds exist outside the Capital Beltway, whereas numerous large lease-holds exist inside the Capital Beltway, predominantly in Virginia.

Future Space Needs in the Washington Area

The long-range plan for Department of Defense facilities in the National Capital Region is for the use of about 41 million square feet of existing space and the construction of about 16.4 million square feet of new space, for a total of 57.4 million net square feet. The difference between the 61.7 million square feet now utilized and the long-range plan for 57.4 million square feet (i.e., 4.3 million square feet) is accounted for through relocation from the Washington area and personnel reductions, both

of which are treated later in this report. Approximately 40 percent of this total is for administrative functions, and the remaining 60 percent for all other uses. The Department proposes that the new construction distributed among the services throughout the National Capital Region would be accomplished over the next 15 years.

Problems in Office Space Requirements

For many years, the Department has had problems in providing adequate and satisfactory office space in the Washington area. Many of its existing facilities are old and functionally obsolete. Many World War II temporary buildings are still in use. Several facilities that were originally built in undeveloped areas now are surrounded by urban development. In some cases this has resulted in adverse effects on both the operation of the facilities and on the surrounding neighborhoods.

More recently, there have been problems with leased space in new buildings such as in the Crystal City area of Arlington. Ten office buildings leased in the Arlington area by the General Services Administration for the Department of Defense at an annual lease cost of nearly $9 million are used primarily by personnel moved from Main Navy, enabling vacating and destruction of Navy buildings on Constitution Avenue. The Government has been experiencing highly unsatisfactory conditions in some of these buildings that are located in the Crystal City area. There have been malfunctioning elevators, cold offices, and poor janitorial services. Conditions have been so intolerable as to cause lost time to the Government through administrative leave given employees. Also, the lack of convenient eating facilities often results in lost time to the Government. Unscheduled employee leave sometimes results from poorly heated areas.

Disposal of Substandard Buildings

Contributing to the Defense office space problem has been the necessity of vacating temporary (substandard) buildings of the General Services Administration. This has been accentuated in recent years to enable disposals, primarily through destruction, such as Main Navy buildings on Constitution Avenue. The records show that over three million square feet of such space have been vacated by the Department over the last ten years (Appendix F).

Leasing of Office Space

Concomitantly with the disposal of substandard buildings, it has been necessary to lease more and more office space (Appendix G). By the end of 1970, leased for the Department of Defense in the National Capital Region were nearly five million square feet of such space. Of this, over 4.7 million square feet were general purpose office space leased by the General Services Administration for the Department, and about 0.2 million square feet were special purpose space leased by the Department of Defense (Appendix H).

There is a significant relationship between the disposal of substandard buildings over the years and the increasing amounts of space being leased in the Washington area (Appendix I).

The average cost of space leased by the General Services Administration for the Department of Defense in the National Capital Region was $4.25 per square foot in 1970. A large number of these leases expire between 1971 and 1975.

The cost of leased administrative office space varied from $3.78 per square foot for some leases acquired about five years ago which expire in 1971, to $4.49 per square foot for leases acquired in 1970.

For budgetary purposes, the General Services Administration currently estimates the cost of leased space at $4.65 per square foot for suburban Washington, and $5.25 per square foot for inner city Washington.

Reducing Department of Defense Personnel in the National Capital Region

The present goal of the Department of Defense to relocate some of its activities from Washington to other areas is now stated in terms of vacating two million square feet of office space (substandard or leased) presently occupied by the Department in this area. The activities and personnel that will be involved in effecting this reduction in space requirements have not yet been determined. Steps have been taken whereby the military departments and defense agencies will recommend to the Secretary of Defense activities to be moved to meet quotas (in square feet) of office space to be vacated commencing next fiscal year.

Additionally, the space problem in the area will be favorably affected by the scaling down of resources and manpower as the military efforts in Southeast Asia are reduced. Such situations provide opportunities for the Department to vacate obsolete facilities and objectionable locations and to consolidate into satisfactory and desirable ones.

Concurrent with a move toward decentralization in Defense management, the Department expects to have achieved by the end of Fiscal Year 1971 a reduction in overhead personnel close to 15 percent of the 30 June 1969 on-board strength of civilian and military personnel assigned to Headquarters activities.

Office Space Requirements for the Department of Defense in the National Capital Region

The long-term office space requirements for Department of Defense activities in the National Capital Region are based on a 30 percent reduction

in the Department's June 1969 total personnel strength, of which over 10 percent already has been realized. The total net office space requirement in the National Capital Region for the future is 23,070,000 square feet, of which 8,776,000 square feet currently are being provided through existing temporary, substandard, and leased space. Against this deficiency, the Defense Office Building would provide 1,522,000 net square feet of permanent office space (Appendix E).

The projected requirements by Services and other Defense users for the 23,070,000 square feet (net) of space are for:

Army	6,900,000	square	feet	(net)
Navy	8,848,000	"	"	"
Air Force	3,105,000	"	"	"
Other Defense	4,217,000	"	"	"

Defense Office Space Construction

Within the National Capital Region, about 82,000 square feet of office space are being produced through construction now underway by the Department of Defense. Additionally, nearly 78,000 square feet of office space will become available through several projects authorized and funded but not yet started. In the FY 1972 Military Construction Program, close to 275,000 square feet of office space would be realized from construction proposed, exclusive of the Defense Office Building. A number of laboratory facilities in this area, either funded already or proposed for funding in the FY 1972 program, would provide, when construction is completed, an additional 228,000 square feet of space of the kind related and necessary to laboratory work (Appendix J).

Relocation of Facilities From Defense Office Building Site

Prior to commencing construction of the Defense Office Building, a number of facilities would have to be vacated and removed from the site

(Appendix K). These include about 56,600 square feet of administrative space now occupied by the Air Force in about 20 substandard buildings. Also, 351 dormitory spaces for enlisted personnel must be relocated from 13 temporary buildings. These administrative and dormitory requirements would be met through projects in the FY 1972 Military Construction Program for the construction of an airmen dormitory for 500 men at $1,960,000 and a consolidated administrative facility of 90,000 square feet at $3,275,000 to partially alleviate the overall deficiencies for such facilities at this base. These improvements (now in the Department's Five Year Defense Program) are separately programmed, as they are required whether the Defense Office Building is or is not built.

Additionally, several recreational facilities consisting of two softball fields, two tennis courts and a swimming pool with bathhouse would have to be relocated. These are provided for at an estimated cost of nearly one-half million dollars within the proposed $16.2 million for initial funding of the Defense Office Building. Also provided for in the proposed funding of the Defense Office Building is a railroad relocation estimated to cost $1.6 million, and access roads at a cost of $8.4 million (Appendix E). These recreational facilities, railroad relocation, and access roads are programmed with the Defense Office Building inasmuch as their construction is necessitated only by the construction of the Defense Office Building at this site.

With respect to the railroad, heretofore proposed for removal only, the Department of Defense now proposes relocation, thus providing continued rail service for the supply of chemicals to the Blue Plains Sewage Treatment Plant and obviating the need for a wharf (as considered necessary in prior years), or an increase in capital or operating costs for that plant.

Concerning the access roads requirement, there had been some indication in prior years that the District of Columbia estimated the cost

of the off-station access roads at much more than the $8 million estimate developed by the Department of Defense in collaboration with the U.S. Bureau of Public Roads. This matter appears to have been resolved by the Navy and the District of Columbia Department of Highways and Traffic as reflected in the following excerpt from the Report of the Federal Planning and Projects Committee Report (of the National Capital Planning Commission) on January 7, 1971:

> "The Department of Highways and Traffic has advised the Department of the Navy and the Commission that the access-egress system previously proposed by the Navy and approved in concept by the Commission on March 7, 1968, was not suitable for meeting all the requirements of the South Capitol Street Corridor. In lieu thereof, the Department of Highways and Traffic has agreed to design an alternative system to serve both the Defense Office Building and the Anacostia-Bolling Urban Renewal Area. The Department of Defense has already programmed over $8 million for its share of the cost of the necessary access and egress facilities to the Defense Office Building."

Summary Description of Defense Office Building

The Defense Office Building will provide a 10,000-man work center within the District of Columbia in the Anacostia Valley area on the federally-owned Bolling/Anacostia site. Location of this major work center is in consonance with development plans for Washington, D.C. The specific site on the Bolling/Anacostia tract lies just north of the main entrance of Bolling Air Force Base and west of South Capitol Street. Principal access will be by highway; however, consideration has been given to service by the Metro in the future. A major bus terminal and parking structures will be included within the complex.

Rising from a two-story podium containing the parking, circulation and service areas, the Defense Office Building will appear as three ten-story curvilinear towers in a park-like setting around a central court.

The podium structure will be surrounded by earth fill to create the plateau from which the three towers will rise. (Appendix L - Drawing)

The precast concrete finish will give an appearance consistent with limestone-faced government buildings in the Washington area, while the bronze glass exterior curtain walls will provide an elegant and quiet background for the horizontal lines created by the sunshades. The overall effect will be one of simple beauty, which shows concern for the total environment and this magnificent site that is in the foreground of the Capitol.

The top nine floors of each tower, or a total of twenty-seven floors, will be dedicated entirely to office space. A typical floor will be 82 feet wide at each end, 116 feet, 8 inches wide at the center, 600 feet long, and will contain 64,000 square feet, of which 11,400 square feet will be the service core and 52,600 square feet will be column-free office space, affording complete freedom of layout. The central core area of each floor will contain utilities, toilets, freight and passenger elevators, vertical mail conveyer, a service center for central reproduction and mail handling, and a central file room, or conference rooms. On alternate floors there is space for ten vending machines. The elevators and stairways will be situated in two banks located at the building quarter points to minimize walking distance and save employee time.

The garden level, which will rest just atop of the podium, will provide cafeteria and dining areas and some office space. The podium which will consist of the lower two floors, will contain complete heating and cooling plants, bus terminal, truck terminal, post office, central kitchen, concession areas, maintenance shops, 425 official parking spaces, and a concourse lobby area. The main concourse provides circulation between truck, bus and passenger car entrances and the three

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towers. An undercover connection with the 3,080 car parking structure is also included.

The building will provide not only a pleasant working environment for 10,000 employees, but also will promote efficiency of operations through a number of special features which have been included in the basic design. Such items as the communications center, the cryptographic vaults, computer space, and the printing plant are provided to meet special Department of Defense needs. The complex will be made self-contained by inclusion of such facilities as the dispensary, auditorium, and conference rooms, central mail room, central kitchens, and concession space.

Efficiency of movement of both people and material, separated for maximum operating capabilities, has been a major design consideration. The building plan and the use of an adequate number of high-speed elevators will limit the maximum travel time between the most distant of the 10,000 employees to 4 minutes and 20 seconds, and it will all be under one roof.

Most of the twenty truck dock spaces will be equipped with automatic load levelers for effective handling of mail, supplies, food and waste. Mail, for example, will be handled by the Post Office adjacent to the truck dock, distributed by horizontal conveyor system to the appropriate tower, and thence by vertical conveyor automatically to the proper floor and into the mail room for that floor. Unclassified waste paper will be bailed in a central location before out-loading at the truck dock. Provisions for classified waste has also been made so that it can be centrally pulped before leaving the building. Similar arrangements have been made for other material and food to minimize operational costs.

Data on the Defense Office Building, such as the number of square feet for the various functional service areas, general office space, and non-assignable space are shown in Appendix M.

Comparison of Defense Office Building With
Federal Office Building Number 5 (Forrestal Building)

The cost of constructing Federal Office Building Number 5 under General Services Administration programming and budgeting, was little more than $43 million. However, construction of that building began on a cleared site with excellent soil conditions. The building rests on spread footings on a soil having a bearing capacity of 6,000 pounds per square foot whereas the Defense Office Building, which, because of poorer soil conditions, will be founded on 100 ton piles approximately 50 feet long.

Federal Office Building Number 5, due to its rather central location and limited site, does not contain certain items of work required by the Department of Defense. The immediate availability of utilities, including water, gas, storm and sanitary sewer, steam and adjacent refrigeration plant, further lessened the contract bid price. The Defense Office Building, because of its proposed mission and planned location, must include certain features not included in Federal Office Building Number 5. A breakdown of these features of the Defense Office Building and their attendant costs is contained in Appendix N, which indicate an adjusted cost comparison per square foot (gross) of $37.91 for the Defense Office Building versus $36.52 for the Federal Office Building Number 5.

Cost Reduction Through One-time Award

It should not be overlooked that appropriating $16.2 million for the first increment of the Defense Office Building would reflect intent of Congress to approve the entire project. With this in mind, it may be desirable for the Congress to consider authorizing award of the entire construction project. A single award could reduce overall construction time and permit an estimated reduction in cost from $144.9 million to $139.0

million. In addition to this $5.9 million savings, approximately $2.0 million could be saved by reduction of costs for equivalent space as a result of the earlier beneficial occupancy date.

Relating Defense Office Building to Bi-Centennial Celebration

It is noted that the Defense Office Building could be completed by January 1976 and be related directly to the Nation's bi-centennial celebration. The overall theme of the bi-centennial is improving the urban environment, and the Anacostia Valley has been proposed as one of the major focal points in the Nation's Capital for demonstration of achievements in solving urban problems.

The site, configuration, and architecture of the Defense Office Building have been enthusiastically approved by the National Capital Planning Commission and the Commission on Fine Arts. Of magnificent design (which has been completed), it would represent major progress in improving the use of the area by providing a work center for over 10,000 persons within the City and alter the trend of relocating work centers to the suburbs. The Defense Office Building could thus serve as the key to balanced development of the Anacostia Valley. The building is easily accessible by all modes of transportation and parking is provided at the site.

The full flexibility provided by the column-free design, the inclusion of dining facilities, auditorium and other special features makes the Defense Office Building extremely attractive for partial use as an exhibition center during the bi-centennial celebration. Relating this new facility to the bi-centennial celebration would be quite in keeping with the National Capital Planning Commission's emphasis on significant developments being realized in the 1970's. Following any such use, the building would then be fully occupied by Department of Defense activities.

Construction of a Defense Office Building Versus Leasing of Facilities

The alternatives considered for a Defense Office Building were construction and immediate acquisition of a building, acquisition of the facilities through a lease/purchase arrangement, and lease of an equivalent amount of standard office commercial building space.

Analysis included comparisons of direct investment and operating costs borne by the Department of Defense under each alternative, and an assessment of the value of features contained in the Defense Office Building that would not be available in leased space. Also, an evaluation was made of the costs borne by Government employees and by other Government units under each alternative.

A summary of the economic analysis for the Defense Office Building is contained in Appendix O, which indicates that the construction of the Defense Office Building is many millions of dollars less than either a lease alternative or a lease/purchase alternative.

Appendices

A. Extract from page 9 of Senate Report No. 91-1318 (October 9, 1970), 91st Congress, 2nd Session, on the Military Construction Appropriations Bill, from the Committee on Appropriations.

B. Map of Washington area (expanded National Capital Region).

C. Extracts:
1. From page 31 of Senate Report No. 742 (November 9, 1967) 90th Congress, 1st Session, on the Military Construction Appropriations Bill, 1968, from the Committee on Appropriations; and
2. From pages 3 and 4 of House Report No. 799 (October 19, 1967), 90th Congress, 1st Session, on the Military Construction Appropriations Bill, 1968, from the Committee on Appropriations.

D. Extract from pages 18 and 19 of House Report No. 91-1163 (June 8, 1970), 91st Congress, 2nd Session, on the Military Construction Appropriations Bill, 1971, from the Committee on Appropriations.

E. DD Form 1391, Military Construction Line Item Data for the Defense Office Building.*

F. Temporary (substandard) Buildings of the General Services Administration Vacated by the Department of Defense.

G. Space Leased for Department of Defense by General Services Administration in the National Capital Region.

H. Leased office-type space for the Department of Defense:
1. General purpose space leased by the General Services Administration for the Department of Defense.
2. Special purpose space leased and occupied by the Department of Defense.

I. Relationship of Temporary (Substandard) Buildings Vacated by the Department of Defense and Space Leased for the Department of Defense.

J. Defense Office Space Construction In the National Capital Region.

K. Relocation of Facilities from Defense Office Building Site.

L. Drawing of Defense Office Building.*

M. Data on Defense Office Building.

N. Comparison of Costs of Defense Office Building with Federal Office Building Number 5 (Forrestal Building).

O. Economic Analysis for Defense Office Building.

* Held in subcommittee files.

EXTRACT

From page 9 of Senate Report No. 91-1318 (October 9, 1970), 91st Congress, 2nd Session, on the Military Construction Appropriation Bill, from the Committee on Appropriations:

Defense Office Building, Bolling Air Force Base

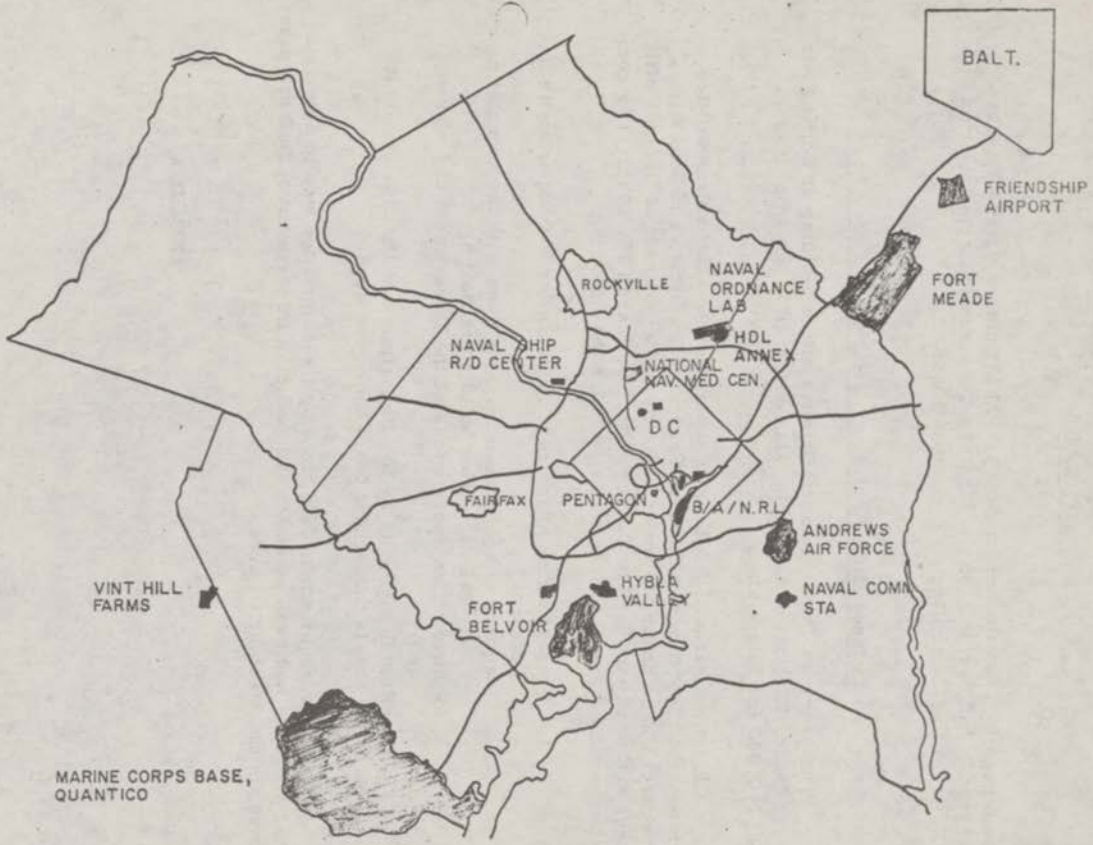
The proposed Department of Defense office building at Bolling Air Force Base, District of Columbia, was deferred in the amount of $16,200,000 for future study.

Chairman Richard B. Russell appointed a special subcommittee, composed of Senator John Stennis, Senator Alan Bible, and Senator Margaret Chase Smith, to make a survey of Department of Defense office needs and to report back to the committee by March 15, 1971. The committee outlined that the study was to include the following:

1. Present office space requirements for the Department of Defense;
2. Adequacy of space requirements even with the completion of the Defense office building at Bolling;
3. Future office space needs of the Department of Defense; and
4. Rental payments by the Department of Defense on a unit basis throughout the Washington area.

A further requirement laid down by the committee was to determine what progress has been made toward reducing Department of Defense personnel in the Washington area.

APPENDIX A



National Capital Region (Expanded)

APPENDIX 2

EXTRACT

From page 31 of Senate Report No. 742 (November 9, 1967), 90th Congress, 1st Session, on the Military Construction Appropriations Bill, 1968, from the Committee on Appropriations:

Military Construction - Air Force

* * * * * * * * * * * * * * * * * *

"Headquarters Command

... Funds were denied in the amount of $3,500,000 for the defense office building ground improvements."

APPENDIX C-1

EXTRACT

From pages 3 and 4 of House Report No. 799 (October 19, 1967), 90th Congress, 1st Session, on the Military Construction Appropriations Bill, 1968, from the Committee on Appropriations:

"Committee Actions

* * * * * * * *

The request of $3,500,000 for the initiation of the construction of a defense office building at Bolling Air Force Base is also illustrative of this problem. This building has been variously estimated to cost in the range of $110,000,000 to $120,000,000. In the hearings on this request, the Chairman of the Committee asked the following question:

What is the entire cost of the proposed new building?

The Department witness answered:

This I do not know, Mr. Chairman, because we have yet only a conceptual design.

In other words, Congress was being asked to initiate construction of an office building of over 2,000,000 square feet in size with cost information for the total project based only on conceptual planning. Such testimony makes it patently obvious that Department of Defense plans for this building are based on sketchy and inadequate studies. The request for construction funds in support of the initiation of the construction of a building based on such planning data is obviously unacceptable and the request has been denied."

APPENDIX C-2

EXTRACT

From pages 18 and 19 of House Report No. 91-1163 (June 8, 1970), 91st Congress, 2nd Session on the Military Construction Appropriations Bill, 1971, from the Committee on Appropriations:

Specific Actions Relating to Individual Installations

* * * * * * * * * * *

"Funds are requested in the amount of $16,200,000 for the first phase of a Department of Defense office building at Bolling Air Force Base and the Naval Air Station, Anacostia. The Committee has denied this request. The overall cost of this project is estimated by the Department of Defense to be $133,200,000. However, information developed in the Committee's hearings indicates that there likely will be additional costs for highway construction, relocation of Air Force activities located on the proposed site, and construction of a wharf at the District of Columbia sewage treatment plant at Blue Plains. These additional costs amount to as much as $28,000,000.

The Committee notes the recent decision to relocate personnel currently occupying the Main Navy-Munitions Building Complex to space leased by the General Services Administration for 20 years. The Committee feels that this will considerably lessen the need for the additional office space requested at Bolling/Anacostia.

The Department of Defense is presently conducting a study with the objective of reducing the number of Defense personnel in the National Capital Region. The results of this study are due in September 1970. In recent years, reductions in the number of Defense military and civilian personnel worldwide have not been reflected in corresponding reductions in the Washington area. For instance, the March 6, 1970, base realignment package represented a three percent reduction in the total forces in the United States. The percentage reduction in the Washington, D.C., area was six-tenths of one percent. The Committee feels that in view of the projected reductions in the size of U.S. forces from some 3,127,000 to approximately 2,600,000, substantial Defense personnel reductions in the Washington area are in order and additional office space for the Department of Defense is not required."

Temporary Buildings of the General Services Administration
Vacated by the Department of Defense

Temporary Building	Sq. Ft.	Year Vacated
Quarters K	267,722	1970
Main Navy Building	1,012,965	1970
Munitions Building	735,584	1970
Tempo E	140,585	1970
Tempo N	75,875	1969
Tempo W	87,360	1969
Pentagon Annex 1	27,780	1968
Pentagon Annex 2	26,745	1968
Pentagon Annex 3	41,610	1968
Tempo D	76,025	1966
Escanaba Hall	4,720	1965
Barton Hall	16,250	1964
Tempo Bldg. T-3	87,625	1964
Tempo I	110,250	1964
Tempo J	88,110	1964
Tempo K	53,735	1964
Tempo R	4,330	1964
Curie Hall	31,100	1963
Tempo S	29,535	1962
Wake Hall	41,885	1962
Midway Hall	46,735	1962
131 Indiana Ave., N.W.	29,895	1962
Langston Hall	16,655	1961
Chase Hall	26,110	1961
Guam Hall	13,340	1961
Tempo X	171,370	1961
Total	3,263,896	

APPENDIX F

SPACE LEASED FOR DEPARTMENT OF DEFENSE BY GENERAL SERVICES ADMINISTRATION IN THE NATIONAL CAPITAL REGION

DATE 12/31	SQUARE FEET (NET)
1970	4,731,973
1969	2,883,681
1968	1,980,734
1967	1,339,229
1966	1,081,943
1965	835,359
1964	658,518
1963	379,102
1962	436,879
1961	224,320

APPENDIX G

DEPARTMENT OF DEFENSE OCCUPTED BUILDINGS LEASED BY GENERAL SERVICES ADMINISTRATION

IN THE NATIONAL CAPITAL REGION AS OF DECEMBER 31, 1971

Building and Address	Sq. Ft.	Cost per Sq. Ft.	Cost Per Year	Lease Expiration
Washington, D. C.				
2024 Rhode Island Avenue, N. E.	436	3.52*	$ 1,535	2-28-71
Wisconsin Bldg., 4000 Albermarle St. N.W.	460	4.75	2,185	6-30-71
Freudberg Bldg, 4201 Connecticut Ave.N.W.	9,615	4.60	44,229	12-11-71
1101 Pennsylvania Avenue, N. W.	10,730	4.54	48,714	9-5-72
1410 Good Hope Road, S. E.	860	3.49	3,001	4-18-73
2321 - 14th Street, N. W.	650	4.43	2,880	11-30-73
3222 M. Street, N. W.	96,466	2.695*	259,976	5-20-75
Maryland				
5111 Baltimore Blvd., Hyattsville	430	2.37	1,019	2-28-71
4314 Gallatin Street, Hyattsville (Bldg Burned out)	378	4.00	1,512	4-30-71
5107 Baltimore Blvd., Hyattsville	365	2.625	958	11-30-71
5113 Baltimore Avenue, Hyattsville	400	3.75	1,500	11-30-71
7676 Fenton Street, Silver Spring	6,300	1.25*	7,875	12-10-71
Colemont Bldg., 8715 Colesville Rd. Silver Sp.	6,325	3.85	24,351	6-30-72
Iverson Mall Office Bldg 3737 Branch Ave. Hillcrest Heights	9,617	4.50	43,277	1-17-73
927 Pershing Drive, Silver Spring	1,486	4.52	6,717	9-30-73
Little Falls Shopping Center, 4701 Sangamore Road, Sumner	12,094	4.134	49,997	1-2-74
The Center Bldg #2 3700 East-West Hgy. Hyattsville	288,275	4.332	1,248,307	1-21-79
Friendship Airport	700,992	5.57	3,907,317	

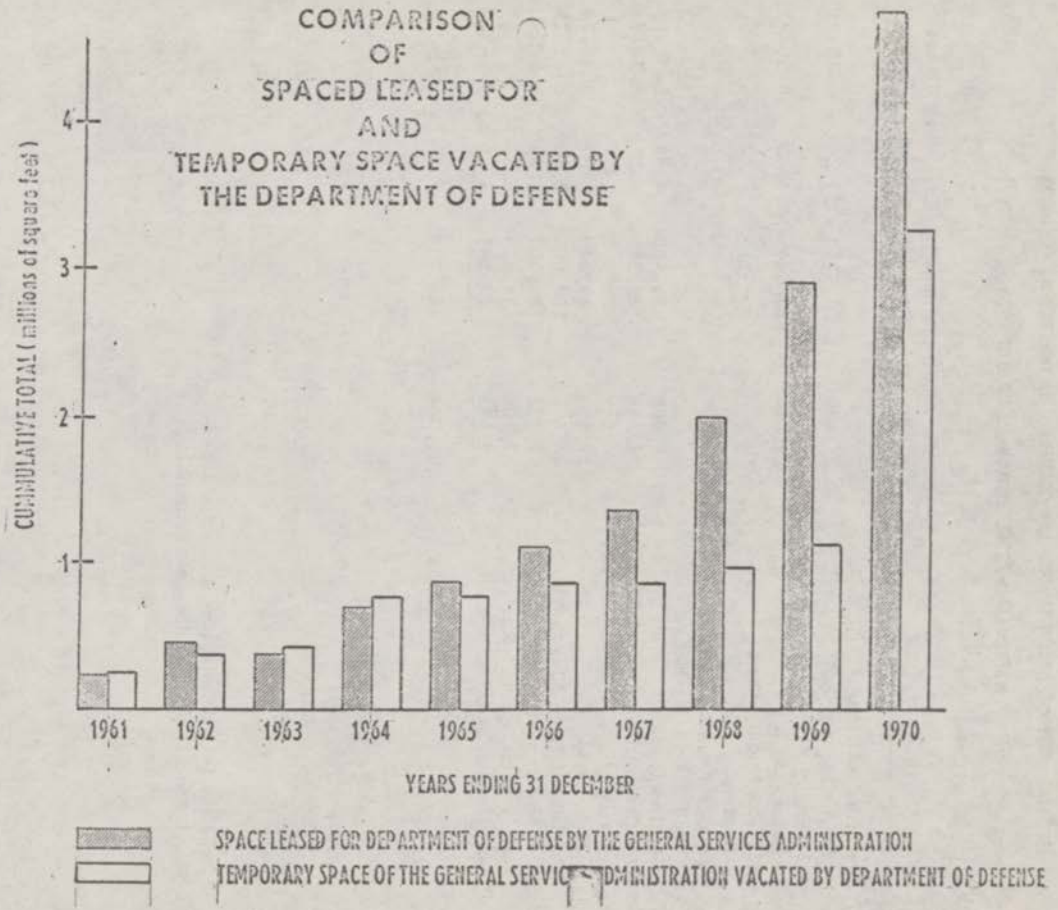
Building and Address	Sq. Ft.	Cost Per Sq. Ft.	Cost Per Year	Lease Expir.
Virginia				
Rosslyn Plaza E. Bldg Arlington	9,615	4.73	45,479	4-20-75
1401 Wilson Blvd. Arlington	2,736	5.07	13,872	7-31-75
Magazine Bldg 1815 No. Lynn Street. Arl.	2,413	3.98*	9,604	11-25-75
Crystal Plaza #5 2211 Jefferson Davis Hwy, Arl.	120,677	4.29	517,704	2-26-76
Ballston Center Tower One, 800 No. Quincy St.	120,935	4.277	517,239	5-4-76
Architects Bldg 1400 Wilson Blvd Arlington	70,345	4.55	320,070	5-22-76
Webb Bldg 4040 N. Fairfax Drive, Arlington	92,973	4.07	378,400	6-28-76
5600 Columbia Pike, Arlington	91,410	4.10	374,781	6-30-76
Pomponio Plaza, 1735 No. Lynn St. Arlington	120,380	4.416	53,598	10-6-77
Commonwealth Bldg 1320 Wilson Blvd, Arlington	208,655	4.50	983,948	10-6-78
Ballston Center Tower Two, 801, N. Randolph St. Arlington	70,008	4.50	315,036	1-4-79
Lynn Bldg 1111 19th St. Arlington	64,427	4.19	269,949	4-30-79
Crystal Mall 2-3-4- 1921-31-41 Jefferson Davis Highway, Arlington	322,659	4.29	1,384,207	2-11-89
Hoffman Bldg 2461 Eisenhower Ave. Alexandria	252,725	3.512*	887,570	5-24-89
Jefferson Plaza #1&2 1411-21 Jefferson Davis Hwy, Arlington	385,085	4.77	1,836,855	4-30-90
Martin Van Buren Bldg (National Center No. 1) 2511 Jefferson Davis Hwy, Arlington	196,810	4.40	865,964	6-18-90
James K. Polk Bldg, National Center No! 2) 2521 Jefferson Davis Highway, Arlington	284,140	4.40	1,250,216	7-7-90
Zachary Taylor Building (National Center No. 3) 25th Street & Jefferson Davis Hwy, Arlington	352,290	4.40	1,550,076	8-31-90
380 So. Pickett Street, Alexandria	14,500	1.55*	22,475	Boing Renew
Totals	4,731,903	4.25 average	$20,089,229	

* Does not include services and/or utilities which are provided by the Government.

SPECIAL PURPOSE SPACE LEASED AND OCCUPIED BY DEPARTMENT OF DEFENSE IN THE NATIONAL CAPITAL REGION AS OF DEC 1970

Building and Address	Sq. Ft.	Annual Rental	Cost Per Sq. Ft.	Lease Expir.
2447 Linden Lane Silver Spring, Md.	21,420	$ 26,775	$1.25*	6-30-71
4815 Rugby Avenue Bethesda, Md.	39,410	176,640	4.48	6-30-73
8120 Woodmont Avenue Bethesda, Md.				
Westgate Research Park, 7720 Old Spring House Rd. McLean, Va.	3,000	13,500	4.50	6-30-73
4301 Connecticut Ave. N.W.	4,280	23,580	5.61	6-30-74
Dwyer Bldg., 333 Lincolnia Rd. Alexandria, Va.	17,154	49,249	2.87*	6-30-74
5901 Edsall Rd., Alexandria	44,562	104,000	2.33*	5-31-75
4433-63 Connecticut Ave., N.W.	64,417	120,000	1.86*	Indefinite
Issac Newton Square, Reston	7,108	34,829	4.90	2-1-71
Issac Newton Square, Reston	3,693	17,541	4.75	2-1-71
Totals	205,044	566,114	2.76 (average)	

*Does not include services and/or utilities which are provided by the government


COMPARISON
OF
SPACED LEASED FOR
AND
TEMPORARY SPACE VACATED BY
THE DEPARTMENT OF DEFENSE
CUMULATIVE TOTAL (millions of square feet)
4
3
2
1
1961
1962
1963
1964
1965
1966
1967
1968
1969
1970
YEARS ENDING 31 DECEMBER
SPACE LEASED FOR DEPARTMENT OF DEFENSE BY THE GENERAL SERVICES ADMINISTRATION
TEMPORARY SPACE OF THE GENERAL SERVICES ADMINISTRATION VACATED BY DEPARTMENT OF DEFENSE

Defense OFFICE SPACE CONSTRUCTION
IN THE NATIONAL CAPITAL REGION 1/

Installation/Project	Square Feet					
	Underway		Funded Not Started		Proposed FY 72	
	Office	Lab 2/	Office	Lab 2/	Office	Lab 2/
ARMY						
Harry Diamond Lab., Md.						
Phase I Laboratory	---	---	19,000	60,000	---	---
Phase II-Relocation	---	---	---	---	115,300	---
Fort Meade, Maryland						
Kimbrough Hosp. Addn.	43,000	10,000	---	---	---	---
Headquarters Addn.	---	---	51,500	---	---	---
Fort Belvoir, Virginia						
DeWitt Hosp. Addn.	26,800	6,000	---	---	---	---
Physical Security Lab.	2,900	33,000	---	---	---	---
Anti-Intrusion Lab.	---	---	7,400	20,000	---	---
Topo R&D Lab.	---	---	---	---	41,800	34,200
Walter Reed, D. C.						
AFIP Addn.	5,000	29,000	---	---	---	---
Reg. Fac. Forrest Glen	1,600	2,400	---	---	---	---
Community Service Fac.	2,800	---	---	---	---	---
Hospital	---	---	---	---	27,200	33,842
NAVY						
Bolling/Anacostia						
DOB	---	---	---	---	NA*	---
AIR FORCE						
Andrews AFB, Md.	---	---	---	---	---	---
Bolling AFB, D.C.						
Consolidated Admin. Fac.	---	---	---	---	90,000	---
Total	82,100	80,400	77,900	80,000	274,300	68,042

*Foundations and site improvements only

1/ Small amounts of office space for local unit activities, as differentiated from Headquarters or Seat of Government use, that may be produced in other Department of Defense Construction in the National Capital Region are not shown.

2/ Laboratories are listed here only because there is some office space included in the square feet shown for these laboratories as related and necessary to laboratory work.

Appendix J

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Relocation of Facilities From Defense Office Building Site

Administrative Space 1/

Activity	Building Numbers	Area (Sq. Ft.) Occupied
Headquarters Command-Comptroller	106, 107, 111, 112, 113, 114, 116, 117	27,900
Publication Distribution Center	120, 316, 318	12,400
Honor Guard	55	3,800
NCO Academy	314, 315	2,400
Auditor	Part of 101	1,500
Airman Magazine	Part of 101	1,500
Misc. (Civil Air Patrol, Selective Service Sqdn, Special Investigative Group)	200, 216, 224, 228, part of 314	7,100
		56,600 Sq. Ft.

Dormitory Space 1/

	55, 205, 206, 308, 309, 310, 311, 312, 313, 314, 319, 320, 321	351 enlisted spaces

Recreational Facilities 2/

	33, TC 1 & 2, SB 1 & 2	

Railroad Spur 2/

	NA	NA

1/ Included in FY 1972 line items - interim accommodations may be accomplished via minor construction projects.

2/ Included in Defense Office Building project funding.

Data on Defense Office Building

FUNCTIONAL SERVICE SPACES-- SQUARE FEET		
Snack bar, dining room, 3 cafeterias (total capacity-2750people)	41,400	
Auditorium	16,600	
Concessions	38,300	
Mail and Shipping area	22,800	
Kitchen, pantries, etc.	33,200	
VIP/visitor/official parking in Tower (425 vehicles)	184,600	
Services and Repair	42,700	
Concourse Lobby	95,600	
Truck dock (20 docks; 18 equipped with load levelers)	37,800	
Employee spaces	2,200	
Garden level lobbies	14,400	
SUBTOTAL		529,600
GENERAL OFFICE SPACES-- SQUARE FEET		
Office areas	1,522,000	
Printing	9,400	
Dispensary	9,100	
Cryptographic vaults (three)	3,000	
Computer rooms	13,800	
Conference rooms (fifteen)	22,400	
Communication rooms	2,300	
SUBTOTAL		1,582,200
NON ASSIGNABLE SPACE-- SQUARE FEET		
Cores	259,300	
Electric rooms	26,500	
Mechanical rooms	67,600	
Elevator/and service lobbies	90,100	
Service corridor	19,400	
Other major horizontal circulation	36,300	
Equipment rooms-Penthouse	104,000	
SUBTOTAL		603,200
GROSS TOWER AREA-- SQUARE FEET		2,715,000
PARKING STRUCTURE-- SQUARE FEET		1,035,000
GRAND TOTAL-- SQUARE FEET (Gross)		3,750,000

Appendix M

Comparison of Defense Office Building
With Federal Office Building Number 5 (Forrestal Building)

Site Clearing		
Demolition	$ 776,000	
Relocation of recreational facilities	466,000	
Railroad relocation	1,647,000	
Total site clearing		$2,889,000
Foundation - Additional Costs (Main building complex)		$1,646,000
Parking (3,505 versus 510 spaces in Federal Office Building 5)		$9,390,000
Bus Terminal within building, 27,670 square feet at $25.50 per square foot		$ 706,000
Concession space, 38,300 square feet at $25.30 per square foot (because of limited community support)		$ 969,000
Roadways:		
Offsite (access)	$8,397,000	
Onsite	955,000	
Total roadways		$9,352,000
Landscaping and Irrigation (Larger site)		$1,671,000
Site Work		
Electrical	$ 523,000	
Boat Dock	104,000	
Sanitary Sewer	148,000	
Storm Sewer	1,097,000	
Water	494,000	
Earthwork	8,146,000	
Heliport	46,000	
Total Site work		$10,558,000

Appendix N

Heating Plant

Equipment	$ 593,000	
Space, 20,500 square feet at $32.50/square foot	666,000	$1,259,000
Cooling Plant: Space only 11,000 square feet at $32.50/square foot		358,000
Total Cost of Additional Features		$38,798,000

Federal Office Building Number 5 uses existing central heating plant.

The Defense Office Building estimate includes $913,000 for carpeting and draperies. These items are not included in the quoted cost of the Federal Office Building Number 5 (the Forrestal Building).

Therefore:

Total cost of additional features	$38,798,000
Cost of carpeting and draperies	913,000
Cost to be deducted from estimate for comparison purposes	$39,711,000
Current cost estimate of total project	$144,900,000
Less cost to be deducted from estimate for comparison with Federal Office Building	39,711,000
Cost, less deduction	$105,189,000

In addition, the cost indicated for Federal Office Building Number 5 does not include a percentage for supervision, inspection and overhead (which items were covered in other accounts of the General Services Administration), and the Defense Office Building cost estimate includes 6% for those items.

The square footage of the Defense Office Building may be adjusted as follows:

Gross area - bus terminal - concession area - heating plant - cooling plant

2,715,000 - 27,670 - 38,300 - 20,500 - 11,000 = 2,617,530 square feet (Primary facility)

Note: In the previous analyses, this area adjustment was not made.

Therefore, the comparative Defense Office Building cost per square foot is:

$$\frac{105,189,000}{2,617,530} \times \frac{1}{1.06} = \$37.91/\text{square foot}$$

The Federal Office Building Number 5 was bid in June 1965, and the Defense Office Building is currently scheduled for bidding in January 1972 (FY 1972).

The "Engineering News Record" building cost indices for 1965 until January 1972 (including a projected increase of 12.6%) results in a total increase of 54%. The increase is calculated as follows:

$$\frac{\text{1971 Projected Index}}{\text{1965 Index}} = \frac{974}{631} = 1.54$$

For true comparison with the Defense Office Building, the costs of Federal Office Building Number 5 must be increased by that percentage.

Comparative Federal Office Building Number 5 cost per square foot:

$$\frac{43,132,600}{1,818,800} \times 1.54 = \$36.52/\text{square foot.}$$

Economic Analysis for Defense Office Building

Objectives and Approach

This summary presents the results of an economic analysis of the proposed Defense Office Building. The analysis is based on an earlier study, completed in March 1970, by the Orkand Corporation, which was updated in collaboration with the Navy to reflect new cost factors.

The alternatives considered were (1) construction and immediate acquisition of the Defense Office Building, (2) acquisition of the Defense Office Building through a lease/purchase arrangement, and (3) lease of an equivalent amount of standard commercial office building space.

To ensure that all of the relevant economic factors were identified, it was essential that the analysis not be limited to simple comparisons of the direct investment and operating costs borne by the Department of Defense under each alternative. Both economic and managerial logic required that the analysis also include an assessment of the value of features contained in the Defense Office Building that would not be available in leased space. Similarly, it was necessary to evaluate the costs borne by Government employees and by other Government units under each alternative as well as the economic and social impact on the National Capital Region.

Total Cost Comparison

The comparisons of total costs, including investment, operations, value of non-comparable features, and costs borne by Government employees, are summarized in Table S. 1.

As shown in the summary table, the total cost of the Defense Office Building, in present value terms, is significantly lower than either of the two alternatives. Specifically, the Defense Office Building is $24.8 million less than the lease alternative, and $14.1 million less than the lease/purchase alternative.

The discount rate of 7 percent employed in the summary calculations is well above the current rate of 6.2 percent for long-term Treasury borrowing. If the 6.2 percent rate were employed, the cost advantage of the direct acquisition of the Defense Office Building would be increased significantly.

Investment and Operating Costs

The investment and operating component of the overall cost totals $217.0 million for the Defense Office Building, $199.2 million for the lease alternative, and $231.1 million for the lease/purchase alternative.

The investment and operating cost differences between the direct acquisition of the Defense Office Building and the lease/purchase alternative depend on the spread between the discount rate employed and the interest charges paid by the Government under

the lease/purchase agreement. Assuming that the interest charge is 8 percent for private capital, the direct acquisition alternative is $14.1 million less costly.

Value of Non-Comparable Features and Employee Costs

The comparison of investment and operating costs summarized above does not take into account two major elements of additional cost under the lease alternative: the value of non-comparable Defense Office Building features that are not available in leased space and the increased expenses borne by Government employees.

As shown in the summary table, the value of the non-comparable features in the Defense Office Building is $17.5 million which must be added to the cost of the lease alternative to make the comparison of alternatives valid.

The additional costs borne by Government employees, which must also be added to the lease alternative, is $25.1 million. It should be noted that parking accounts for $15.9 million of the employee cost and that such costs may, under recent GAO decisions, be borne by the Government. In either case parking costs must be included in the analysis.

The combined effect of the value of non-comparable features and costs borne by Government employees is to completely offset the investment and operating cost differences in favor of the lease alternative and create a significant cost advantage in favor of the Defense Office Building.

Of equal, if not greater, importance are the aesthetic and policy issues associated with providing architectural leadership embodied in a permanent Government building rather than contributing to the rapid increase in speculative office construction. The importance of this consideration is not diminished by the fact that aesthetic value, as well as several elements of employee cost, could not be quantified.

Social and Economic Impact on National Capital Region

In accordance with a recent Executive Order, an analysis was made of the comparative contribution of the Defense Office Building and lease alternatives to the improvement of social and economic conditions in the National Capital Region. It was found that the Defense Office Building will prove of greater value than the leased space alternative in providing business and employment opportunities in Southeast Washington and in promoting the employment of low income individuals.

This impact results from the location in Bolling/Anacostia of a Defense Office Building work force with a total annual payroll of approximately $150 million. This concentration of purchasing power will create a major market for readily available goods and services to be provided by business enterprises that will develop both within the Defense Office Building and on major business streets feeding into the Defense Office Building complex.

Table S.1
Summary Cost Comparison
(7 percent discount rate)

	($ Millions) Defense Office Building	Lease	Lease/Purchase
Investment costs			
1. Building (present value)	$132.6	--	--
2. Land (PV)	15.4	--	15.4
3. Structural Improvements (PV)	--	3.8	--
4. Terminal Value (PV)	-(4.4)	--	-(4.4)
Operating Costs			
1. Maintenance, Operation and Repairs (PV)	73.4	73.4	73.4
2. Lease costs (PV)	--	122.0	146.7
Non-comparable Features			
1. Access Roadways (PV)	--	8.6	--
2. Parking (structure vs. surface)(PV)	--	7.4	--
3. Bus terminals and truck docks (PV)	--	1.5	--
Additional costs borne by Government Employees			
1. Parking costs (PV)	--	15.9	--
2. Public transportation costs (PV)	--	9.2	--
Total Cost (PV)	$217.0	$241.8	$231.1

PLANNING AND DESIGN FUNDS

Senator PROXMIRE. What has been the amount of carryover planning and design money that the Navy carried into fiscal year 1972?

Admiral ENGER. $717,000 carried over into fiscal year 1972.

Senator PROXMIRE. Has the planning money provided by the Congress in the past 2 fiscal years been sufficient to carry your program forward?

Admiral ENGER. Yes, sir; it has.

Senator PROXMIRE. Is that a very small percentage carryover?

Admiral ENGER. Yes, sir; it is.

Senator PROXMIRE. Out of how much money?

Admiral ENGER. This was out of a total available for the year of about $29 million, Mr. Chairman.

Senator PROXMIRE. Carried over about 2 percent?

Admiral ENGER. Yes, sir; it is a very small carryover and we indeed run very close between our ability to carry out our proper planning and preparation and design and specifications and the receipt of new money. We have, however, in the past wound up with a small amount still available at the end of each year.

Senator PROXMIRE. What is the criteria upon which you base your request for planning?

Admiral ENGER. It is broken into several pieces, Mr. Chairman. For the preparation of preliminary plans, which we do a year ahead of time, we ask for about 0.5 percent of the estimated or the planned program. For the current year, we use 4.8 percent of the submitted program for the preparation of final plans and specifications.

Senator PROXMIRE. Senator Ellender.

FORRESTAL BUILDING: ASSIGNED FROM AND FUNDED BY GSA

Chairman ELLENDER. How do you carry your account on the Forrestal Building?

Admiral ENGER. Sir, the Forrestal Building was not a Navy building.

Chairman ELLENDER. I know, but it is for the use of the Army and Air Force, GSA furnishes the building and it is a modern building being up to date. Now how do you carry that on your books?

Admiral ENGER. I will have to ask Mr. Embrey to speak to that.

Mr. EMBREY. Carried as assigned from GSA and funded by GSA.

Chairman ELLENDER. So that is an additional expense that does not show up in your books there?

Mr. EMBREY. GSA has provided us a great deal of space in the Washington area.

GSA-CONTROLLED BUILDINGS OCCUPIED IN WHOLE OR PART BY DEPARTMENT OF DEFENSE IN NATIONAL CAPITAL REGION

Chairman ELLENDER. Will you give us a list of all of the buildings and facilities that you are permitted to use by GSA?

Mr. EMBREY. Yes, sir.

Chairman ELLENDER. Or any other Government installation except your own.

Mr. EMBREY. I will see what we can do.

Chairman ELLENDER. In other words, get it from GSA. As I understand, you get that building and you are not charged with it; is that right?

Mr. EMBREY. We are not charged for it under GSA's obligation to provide the space.

Chairman ELLENDER. In other words, it is the amount of money that is paid for the rental and for other buildings—not only for the Forrestal Building, but other buildings occupied and expenses borne by some other agency and it is not charged to the Navy; is that right?

Mr. EMBREY. Yes, sir.

Chairman ELLENDER. Now would you give us an outline on that?

Mr. EMBREY. Yes, sir; all the buildings with the total cost?

Chairman ELLENDER. Yes, sir.

(The information follows:)

Building and Location	Sq. Ft. Occupied By DoD	Annual Lease Cost For DoD Space	Annual Cost of Operation, Maintenance, & Repair of DoD Occupied Gov't owned Space
Architects Building 1400 Wilson Boulevard Arlington, Virginia	70,345	$ 320,070	---
Ballston Center Tower One 800 No. Quincy St. Arlington, Virginia	121,335	$ 518,950	---
Ballston Center Tower Two 801 N. Randolph St. Arlington, Virginia	70,008	$ 315,036	---
Ballston Center Tower Three 4015 Wilson Boulevard Arlington, Virginia	11,300	$ 55,054	---
Baltimore Blvd., 5107 Hyattsville, Maryland	365	$ 958	---
Baltimore Blvd., 5111 (Magruder Flatiron Bldg.) Hyattsville, Maryland	430	$ 1,019	---
Baltimore Blvd., 5113 Hyattsville, Maryland	400	$ 1,500	---
Broad Street, 701 West Falls Church, Virginia	6,138	$ 23,668	---
Butler Huts Suitland, Maryland	32,000		$158,848
Cafritz Warehouse 511-17 So. 15th Street Arlington, Virginia	14,160	$ 26,365	---
Center Building #2 3700 East-West Highway Hyattsville, Maryland	296,975	$ 1,286,496	---
Colemont Building 8715 Colesville Road Silver Spring, Maryland	6,325	$ 24,351	---
Columbia Pike, 3110 (First Federal Savings & Loan Bldg.) Arlington, Virginia	7,731	$ 36,490	---
Columbia Pike Office Bldg. 5600 Columbia Pike Falls Church, Virginia	91,410	$ 374,781	---
Commonwealth Building 1320 Wilson Boulevard Arlington, Virginia	208,655	$ 983,948	---

Building and Location	Sq. Ft. Occupied By DoD	Annual Lease Cost For DoD Space	Annual Cost of Operation, Maintenance, & Repair of DoD Occupied Gov't Owned Space
Court of Military Appeals 5th & E Streets, N.W. Washington, D.C.	19,325		60,313
Crystal Mall #2, 3, 4 1921-31-41 Jefferson Davis Highway Arlington, Virginia	315,895	$ 1,355,190	---
Crystal Plaza #5 2211 Jefferson Davis Highway Arlington, Virginia	117,541	$ 504,251	---
Crystal Plaza #6 2221 Jefferson Davis Highway Arlington, Virginia	65,800	$ 280,966	---
Donata Building 1925 North Lynn St. Arlington, Virginia	50,925	$ 221,524	---
Dwyer Building 3220 Duke St. Alexandria, Virginia	15,930	$ 62,127	---
Fairfax Drive, 3310 No. Arlington, Virginia	560	$ 2,666	---
Federal Bldg. & Post Office Washington & Commerce Sts. Rockville, Maryland	1,200		$ 2,559
Federal Office Building 2 Columbia Pike Arlington, Virginia	669,280		$1,325,843
Federal Office Building 3 Suitland & Silver Hill Roads Suitland, Maryland	76,145		$ 128,304
Federal Office Building 4 Suitland, Maryland	11,275		$ 27,939
Federal Records Center Cameron & Union Streets Alexandria, Virginia	63,595		$ 33,450
Fenton Street, 7676 Silver Spring, Maryland	6,300	$ 8,958	---
Fern Street, 1201-1301 So. Arlington, Virginia	93,470	$ 533,900	---

Building and Location	Sq. Ft. Occupied By DoD	Annual Lease Cost For DoD Space	Annual Cost of Operation, Maintenance, & Repair of DoD Occupied Gov't Owned Space
Forrestal Building 1000 Independence Ave., SW Washington, D.C.	901,430		$1,246,677
Four Mile Run Drive, 3700 South Arlington, Virginia	26,240	$ 68,145	---
Fourteenth St., NW, 2821 Washington, D.C.	650	$ 2,880	
Franklin Street Annex Franklin & Union Streets Alexandria, Virginia	16,465		16,909
Freudberg Building 4201 Connecticut Ave., NW Washington, D.C.	9,615	44,229	
Highland Building Columbia Pike & Highland St. Arlington, Virginia	30,760	130,668	
Hoffman Building 2461 Eisenhower Ave. Alexandria, Virginia	252,725	887,570*	
Howich Building 1229-33 20th Street, NW Washington, D.C.	1,515	8,302	
Industrial Bldg. #1 5502 Port Royal Road Springfield, Virginia	3,905	13,394*	
Iverson Mall Office Building 3737 Branch Ave. Hillcrest Heights, Md.	9,617	43,277	
James K. Polk Building (National Centre No. 2) 2521 Jefferson Davis Hwy. Arlington, Virginia	284,140	1,250,216	
Jefferson Plaza #1 & 2 1411-21 Jefferson Davis Hwy. Arlington, Virginia	386,225	1,842,293	
Laurel Shopping Center 940 Fourth Street Laurel, Maryland	967	4,868	

Building and Location	Sq. Ft. Occupied By DoD	Annual Lease Cost For DoD Space	Annual Cost of Operation, Maintenance, & Repair of DoD Occupied Gov't Owned Space
L.P. Buildings 5520-24-26 Leesburg Pike Falls Church, Virginia	66,887	$207,350	---
Leesburg Pike, 5805 Falls Church, Virginia	18,916	$ 74,397	---
Little Falls Shopping Center Bldg. 4701 Sangamore Road Sumner, Maryland	12,094	$ 49,997	---
Lynn Building 1111 North 19th Street Arlington, Virginia	64,763	$271,357	---
Madison Building 732 No. Washington St. Alexandria, Virginia	16,895	$ 73,155	---
Magazine Building 19th & Lynn Streets Rosslyn, Virginia	2,413	$ 9,604*	---
Malvern Building 433 Monroe Ave. Alexandria, Virginia	9,282	$ 38,520	---
Martin Van Buren Building (National Centre No. 1) 2511 Jefferson Davis Hwy. Arlington, Virginia	196,810	$865,964	---
Melpar Building 7700 Arlington Blvd. Falls Church, Virginia	72,522	$331,208	---
M Street, NW, 3222 Washington, D.C.	96,466	$411,234	---
Nassif Building 5611 Columbia Pike Falls Church, Virginia	209,050	$779,757*	---
National Bureau of Standards Site (NBS) (Old) Connecticut Ave. & Van Ness Str., NW Washington, D.C.	237,015		$ 367,847
Navy Yard Annex, Bldg. 197 11 & M Streets, S.E. Washington, D.C.	3,060		2,466
Nelson Building 2100 North 14th Street Arlington, Virginia	34,335	$ 134,181	
Ninth Street, 2300 So. Arlington, Virginia	5,355	25,816	
Norfolk Ave., 8020 Bethesda, Maryland	1,677	6,903	

Building and Location	Sq. Ft. Occupied By DoD	Annual Lease Cost For DoD Space	Annual Cost of Operation, Maintenance, & Repair of DoD Occupied Gov't Owned Space
Oceanographic Building Silver Hill Road Suitland, Maryland	145,265		400,059
Old Post Office Building Pa. Avenue, NW at 12th St. Washington, D.C.	11,395		29,946
Pennsylvania Ave., NW, 1101 Washington, D.C.	10,730	48,714	
Pentagon Arlington, Virginia	3,674,587		7,955,480
Pershing Drive, 927 Silver Spring, Maryland	1,486	6,717	
Pickett Street, 880 South Alexandria, Virginia	14,500	33,321	
Pixie Building 5510 Columbia Pike Arlington, Virginia	16,441	64,564*	
Pomponio Building 1117 No. 19th Street Arlington, Virginia	25,135	136,181	
Pomponio Plaza 1735 N. Lynn St. Arlington, Virginia	120,380	$ 531,598	---
Potomac Annex 24th & E Streets, NW Washington, D.C.	88,765		$280,408
Ravensworth Shopping Center Office Bldg. 5240 & 5252 Port Royal Rd. Springfield, Virginia	9,130	$ 35,607	---
Rhode Island Ave., NE, 2024 Washington, D.C.	436	$ 1,535*	---
Robertson Building 100 N. Washington Street Falls Church, Virginia	15,162	$ 64,439	---
Suitland Garage and Annex Suitland, Maryland	2,850		$ 4,448
Telegraph Road, 120 North Buildings #4 & 6 Alexandria, Virginia	28,652	$ 41,201	---

Building and Location	Sq. Ft. Occupied By DoD	Annual Lease Cost For DoD Space	Annual Cost of Operation, Maintenance, & Repair of DoD Occupied Gov't Owned Space
Temporary Building "A" 2nd St., SW, bet. R & V Streets Washington, D.C.	183,405		$311,788
Temporary Building "B" 2nd St., SW, bet R & T Streets Washington, D.C.	147,445		$250,656
Temporary Building "C" 2nd St., SW, bet R & Q Sts. Washington, D.C.	90,610		$154,037
Temporary Building "7" Gravelly Point Arlington, Virginia	510,150		841,237
Temporary Building "8" 3800 Newark Street, NW Washington, D.C.	95,525		193,438
Temporary Building Yards and Docks Annex Memorial Drive & H Road Arlington, Virginia	150,260		314,193
Thomas Building 2020 North 14th Street Arlington, Virginia	49,897	$ 197,592	---
VEPCO Building NW corner Prince and Washington Streets Alexandria, Virginia	14,552	$ 55,589	---
Warwick Avenue, 10604 Fairfax, Virginia	662	$ 2,483	---
Washington Street, 207 S. Falls Church, Virginia	935	$ 3,660	---
Webb Building 4040 N. Fairfax Drive Arlington, Virginia	92,973	$ 378,400	---
Wheeler Avenue, 4300-2 Alexandria, Virginia	11,200	$ 14,392*	---
Wilson Boulevard, 1401 Arlington, Virginia	2,736	$ 13,872	---
Wisconsin Building 4000 Albemarle St., NW Washington, D.C.	460	$ 2,185	---

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Building and Location	Sq. Ft. Occupied By DoD	Annual Lease Cost For DoD Space	Annual Cost of Operation, Maintenance, & Repair of DoD Occupied Gov't Owned Space
Zachary Taylor Building (National Centre No. 3) 25th Street & Jefferson Davis Highway Arlington, Virginia	352,290	$ 1,550,076	---
Navy Yard Annex, Bldg. 158 11 & M Streets, SE Washington, D.C.	39,770		$ 45,218
Navy Yard Annex, Bldg. 159 11 & M Streets, SW Washington, D.C.	36,575		$ 69,309
Navy Yard Annex, Bldg. 159E 11 & M Streets, SE Washington, D.C.	44,214		$102,090
Navy Yard Annex, Bldg. 160 11 & M Streets, SE Washington, D.C.	73,290		$187,255
Lee Highway, 9653 Fairfax Circle Shopping Center Fairfax, Virginia	1,662	$ 7,554	---
2400 - 17th St., NW Washington, D.C.	19,000	$ 24,871	---
Friendship Airport	700,992	$ 3,907,317	---
TOTAL	12,200,129	$21,635,421	$14,510,717

* Does not include the full cost of services and/or utilities furnished by the Government.

MINOR CONSTRUCTION PROGRAM

Senator PROXMIRE. Turning to the minor construction program, Admiral, what is your reporting procedure?

Admiral ENGER. Commander Weir will answer your questions.

Commander WEIR. The Office of the Secretary of Defense reports semiannually to the Armed Services Committees on the number of projects and the dollar expenditures for minor construction. The Navy provides to OSD data on minor construction projects approved for funding under the continuing authority of 10 U.S.C. 2674.

Senator PROXMIRE. How big is that authorization?

Commander WEIR. In fiscal year 1972, $10 million.

Senator PROXMIRE. Has there been any carryover of minor construction money into fiscal year 1972?

Commander WEIR. Yes, sir; we carried over $3.2 million of unobligated funds, but we have commitments for projects already approved in the amount of $8 million. The joint resolution authority gave us appropriations, so we will be able to carry on until we get this year's law.

Senator PROXMIRE. How do you determine the amount you request for minor construction.

Commander WEIR. For fiscal year 1972, the budget was based on historical funding levels. During the year, we have had major demands on the program for increased security projects and projects associated with base closures. It seems likely that future budgets will increase due to these demands and because the approved funding level for minor construction projects has increased from $200,000 to $300,000.

Senator PROXMIRE. Mr. Chairman?

Chairman ELLENDER. No questions.

QUESTIONS SUBMITTED BY SENATOR SMITH

Senator PROXMIRE. Senator Smith of Maine has requested some information to clarify the relationship of the planned hospital for Pease Air Force Base, and the existing hospital at the Portsmouth Naval Shipyard. I have a series of questions that I would like to have answered for the record.

Admiral ENGER. Yes, sir.

(The questions and answers follow:)

PEASE AIR FORCE BASE HOSPITAL AND PORTSMOUTH NAVAL SHIPYARD HOSPITAL

Question 1. Did the Navy coordinate with the Air Force and agree to the construction of the Pease Air Force Base hospital to take care of all Navy medical requirements of the Portsmouth naval complex?

Answer 1. Yes. This project was coordinated at the DOD level between Navy and Air Force.

Question 2. If the Pease AFB hospital is built, will the Navy continue to operate the naval hospital?

Answer 2. No, but a small dispensary will still be required at the shipyard.

Question 3. What number of Navy and Marine Corps personnel will the new hospital at Pease AFB support?

Answer 3. Approximately 2,300 (342 MARCORPS) active duty and 2,760 (513 MARCORPS) dependents of active duty personnel.

Question 4. What is the approximate outpatient load at Portsmouth, N.H., that is received from AFB and Navy personnel?

Answer 4. Based upon an active duty population of 2,300 Navy and 3,700 Air Force together with their dependents the Air Force has programed a 70-bed hospital. The outpatient load is as follows:

Outpatient visits fiscal year 1971

Active duty:	
Navy/Marine Corps	6,984
Air Force	1,537
Dependents:	
Navy/Marine Corps	14,030
Air Force	14,088

Question 5. Will the PEAFB hospital satisfy the Navy's medical requirements in the Portsmouth, N.H., complex?

Answer 5. Yes, but as pointed out previously, a dispensary will still be required to be operated at the Shipyard.

Question 6. What is the physical condition of the present hospital at Portsmouth?

Answer 6. It is a combination of both permanent and temporary construction in need of repair and modernization.

Question 7. Will you outline the repairs and repair costs to rehabilitate the Naval Hosiptal at Portsmouth?

Answer 7. The current rough estimate is approximately $5,000,000. The work includes an addition to the main hospital building to replace facilities now in substandard buildings and modernization of the existing old hospital building.

PEASE AIR FORCE BASE HOSPITAL

Question 8. Was the decision to build the hospital at PEAFB thoroughly reviewed and approved by DOD?

Answer 8. Yes, it was.

Question 9. What will be the effect if the hospital at PEAFB is not built?

Answer 9. The Naval Hospital, Portsmouth, New Hampshire, would require extensive modernization which is currently an unprogrammed requirement, and which cannot be accommodated prior to FY–75 within the present priority planning of the Navy. However, if some way could be found to reprogram other funds, modernization could be effected earlier. It is essential that a solution to the medical support requirements in the Portsmouth, N.H./Pease area be arrived at soon. The current situation is untenable in which plans for modernization must depend upon whether or not a new hospital is built at Pease, while the new hospital at Pease appears to be dependent upon the future of the Naval Hospital, Portsmouth, New Hampshire. In the meantime, medical requirements in the general area are being provided by old and outmoded facilities.

Question 10. Will the use of PEAFB hospital in any way create a hardship on Naval personnel or degrade in any way the medical care received by Naval personnel?

Answer 10. No, there will be no hardship.

Question 11: Does the Navy fully support the building of the hospital at PEAFB?

Answer 11. Yes, the Navy fully supports the Pease AFB Hospital.

RECLAMA

Senator PROXMIRE. Will you place your reclamas and other material in the record?

Commander WEIR. Yes, sir.

Senator PROXMIRE. Thank you, gentlemen, very much.

Admiral ENGER. Thank you, Mr. Chairman.

(The information follows:)

RECLAMA

Installation: Naval Underwater Systems Center, Newport, R.I.

Project: Underwater Weapons Reliability Laboratory

Budget request	$655,000
House action	-0-
Requested of Senate	655,000

JUSTIFICATION

The Underwater Weapons Reliability Laboratory will provide an engineering facility staffed and equipped to integrate technological capability and Fleet experience in the improvement of total weapons reliability for the Fleet.

Weapons reliability functions are performed in four primary areas:

- Direct Fleet Support
- Research and Development
- Production
- Combat Readiness Surveillance

Under Direct Fleet Support, accuracy trials, which are actual sea testing of weapon systems, are performed utilizing laboratory personnel and equipment to varify systems effectiveness and to detect potential reliability problems. Laboratory personnel also conduct failure analyses, which is the investigation of Fleet reported malfunctions to determine the corrective action required to prevent similar malfunctions in the future.

Research and Development support is provided through materials evaluation under service conditions to aid in future material selections that would provide materials with characteristics assuring a high weapons reliability. Proposed underwater weapons designs are reviewed and approved from the standpoint of anticipated service life and reliability.

As a part of Production Support, the laboratory provides: (1) data relative to the past performance and potential capabilities of contractors from a production dependability standpoint; (2) specialized inspection and acceptance service for complex components susceptible to reliability problems and, (3) selective monitoring of materials and components to insure specification compliance.

Under Combat Readiness Surveillance, the laboratories conduct regularly scheduled tests on special weapon reserves to insure quality and effectiveness of stored units. Fleet units are visited to inspect weapons and procedures and verify combat readiness reliability. Personnel of the laboratory also assist in evaluation of tender support and ammunition depot stock quality and reliability.

The predecessor to weapons reliability evaluation, quality evaluation was begun at this Center in 1953. New weapons and the increased range of testing performed as a part of weapons reliability evaluation requires additional and improved facilities. The existing torpedo storage bunkers presently being used for the weapons reliability function are inadequate. The

three bunkers contain only 15,171 square feet in three widely separated buildings, compared with a requirement for 24,000 square feet in one building to provide space for an efficient assembly line operation. The bunkers provide a poor environment for sensitive weapons reliability tests and for the personnel working on the underwater weapons.

Although there is other adequate laboratory space available at the Center, this space is being fully utilized for other research and development functions and cannot be used for the new programs such as the POSEIDON, SUBROC, ASROC and airborne MK's 44 and 46. Also, the MK 48 Weapons System Test Center, funded in FY 1970, is for specialized Mark 48 torpedo research and development and this 25,000 square feet of space will not be available for the other weapons cited above. Other laboratories such as the Quality Evaluation Laboratory, Standards Laboratory and Technical Shops complement and support the Underwater Weapons Reliability Laboratory. These laboratories and shops are not sized and arranged for performing the functions of the Underwater Weapons Reliability Laboratory.

Annual maintenance, transportation, and savings from increased personnel effectiveness are expected to result in a 5 year payback period for this project.

Recent increases in the cost and complexity of underwater weapons systems have generated a requirement for integrated systems effort towards improvement of operational reliability. The functions performed by the Underwater Weapons Reliability Laboratory are required for an inventory of underwater weapons, excluding the Mark 48, of 904 million dollars. On a random selection basis, 200 weapons per year will be completely component tested for reliability. Approximately 4,000 weapons per year are test fired for accuracy. Reliability testing improves the chances of recovering weapons fired during accuracy tests, and could generate significant savings each year by preventing the loss of a weapon. Urgently needed to satisfy the underwater weapons reliability requirement is a focal point where fleet data, design effort, testing facilities and manufacturing techniques can be integrated to analyze and eliminate problem areas. The proposed laboratory will provide the capability needed by the most economic construction alternative of converting existing warehouse space into an Underwater Weapons Reliability Laboratory.

This project is important to assuring reliable underwater weapons in the Fleet, and therefore, its restoration in this year's program is requested.

RECLAMA

Installation: Naval Home, Philadelphia, Pa.

Project: Naval Home Modernization (1st Increment)

Budget request	$991,000
House action	441,000
Requested of Senate	991,000

JUSTIFICATION

The Naval Home Modernization will provide for repair and rehabilitation of outdated and unsafe utility systems. The Naval Home,

established in 1826, is the only Naval Retirement Home in existence authorized to provide facilities for retired Naval and Marine Corps personnel. In the last 25 years, no MCON and very little major repair has been sponsored for the Home. The main buildings now occupied by the Home were first occupied in 1833. They contain no built-in air-conditioning, have insufficient and deteriorated electrical service, structural inadequacies in floors, inadequate fire protection, and in general appear old and in need of improvement.

During hearings before the Senate Armed Services Committee, the Navy requested and the Senate approved language in the Authorization Bill which will permit construction at an alternate location with the approval of the Armed Services Committees. The Armed Services Committees were advised that there is a need to spend $410,000 to insure the safety of the occupants of the present Home. The Armed Services Committees by their Conference Report restricted the Navy to expending more than $410,000 on the present Home, without prior approval of the Armed Services Committees.

The study to determine a more suitable location is underway, with completion scheduled for early in 1972. At that time, the Congress will be notified of the Navy's plans for a new Home. The Armed Services Committees provided maximum flexibility for this project by not reducing the authorized amount to $410,000. Full funding of $991,000 is, therefore, requested to permit spending more funds, if required, at the Naval Home, Philadelphia, and, if economically feasible, the initiation of the first phase of construction at an alternate site. Failure to fully fund this project would postpone, for approximately two years, the ability of the Navy to initiate this program.

RECLAMA

Installation: Bolling-Anacostia, District of Columbia

Project: Defense Office Building

Budget request	$16,200,000
House action	-0-
Requested of Senate	16,200,000

JUSTIFICATION

This project is the first of three increments to provide a 10,000-man office building for Defense Department personnel who are now in leased or substandard offices throughout the Washington area. The first increment will provide demolition, site work, grading, roads, and foundations for the building.

Plans are now complete and the site, configuration and architecture for this complex to house 10,000 people have been approved by the National Capital Planning Commission. The request for funding of the Defense Office Building is based upon the need to begin to correct the deficiency of Administrative Office space within the Washington Metropolitan area. As the result of a regional study and analysis, the Department's present posture and future requirements have now been documented.

The Department of Defense is a major participant in the National Capital Region community. Planning reflects consideration for the social and economic impact upon the community environment

in which employees work and live. Wherever possible, large employment centers will be located in those areas most beneficial to the community. Illustrative of this is the construction of the Defense Office Building which will provide a work center for 10,000 in the Southeast Washington area, which could well provide the spark for the revitalization of the Anacostia area. The Department of Defense has examined its current presence in the National Capital Region both as to the number of people employed and the facilities they occupy. Of equal importance was the need to determine from a functional standpoint what that presence should be fifteen to twenty years hence. In keeping with current trends, reduction-in-force levels of up to 30 percent were projected in developing true deficiencies in administrative space.

The study analyses confirmed that the number of locations now occupied in the Washington Metropolitan Area could be reduced from 88 to less than 25 with an increase in efficiency and a reduction in operating costs. Further, the study proved that even with a 30 percent reduction-in-force level, the temporary, substandard, and leased space occupied would be nearly 9.0 million square feet unless replaced. In order to provide the flexibility required to meet contingency situations, leased space of approximately 2 million square feet would continue to be utilized. The Congress in past years has likewise urged the Department of Defense to relocate some of its activities out of the Washington, D.C. area. The facilities study likewise considered this method of aiding in the solution to the space problem and a target figure of approximately 2.0 million square feet has been set.

With all of these factors implemented, there would remain a hard core deficiency of over 4.7 million net square feet. The construction of the Defense Office Building represents the first major step toward satisfaction of that deficiency and the first major facility to be constructed at the designated long-range sites. Therefore, the Defense Department once again urges funding in the amount of $16.2 million for the initial phase of this project.

RECLAMA

Installation: Naval Medical Research Institute, Bethesda, Md.

Project: Environmental Health Effects Laboratory (Phase I)

Budget request	$4,500,000
House action	-0-
Requested of Senate	4,500,000

The proposed Environmental Health Effects Laboratory (EHEL) at Bethesda will be located at the optimal site for a broad basic core effort in underwater biomedical research. The addition of the new high pressure capability is absolutely essential to the steady progress of this research program. Without the requested facility, knowledge as to the effects of deep diving environments on man will not be forthcoming in a reasonable time frame.

This line item will be utilized to conduct the research in physiology, psychophysiology, toxicology, microbiology, and related areas, necessary to support the Navy's Advanced Development Objectives in Deep Submergence Bio-Medical Development, Extended Salvage Depth Capability, Man-in-the-Sea (Deep Ocean), Deep Ocean Survey Vehicle, Deep Ocean Technology, and Swimmer Defense.

The Naval Medical Research Institute (NMRI) has for many years conducted fundamental bio-medical research related to high pressure environments. This effort requires the multi-disciplined scientific and technical staff, the multi-disciplined experimental approach, and the diverse equipment and facilities now being utilized by NMRI. Ready access to staff and facilities at the National Naval Medical Center, The National Institutes of Health, The National Library of Medicine, The Navy Experimental Diving Unit, and the Naval Ships Research and Development Center cannot be duplicated elsewhere. Laboratory facilities at Groton, Connecticut and Panama City, Florida do not have the capabilities described and it would not be feasible to develop such an extensive research capability at those locations.

If this project is deferred, the existing gap between underwater hardware development and knowledge of effects of underwater environment on the health, safety and performance of human beings will be widened. Technological advances in hardware development for manned underwater systems cannot be exploited without scientifically valid information upon which reliable crew performance can accurately be predicted.

Phase I (4.5M) is for procurement of long lead time equipment; that is a man rated high pressure (hyperbaric) complex with ancillary life support systems and an 8-chamber hyperbaric toxicology complex. Phasing is required for special construction and installation of chambers. Phase II (8.6M) will provide the building to house the chamber complexes and supporting laboratory, office and work area spaces.

In order to assure a proper balance between research related to undersea hardware development and man's ability to survive in a hostile undersea environment, this project is needed in this year's program.

RECLAMA

Installation: Naval Air Station, Meridian, Miss.

Project: Outdoor Recreation Facilities

Budget request	$188,000
House action	-0-
Requested of Senate	188,000

JUSTIFICATION

The project will provide the minimum Outdoor Recreation for personnel attending the new Naval Air Technical Training Center at Meridian. Facilities for Naval Air Technical Training Center (NATTC), Meridian, are being programmed incrementally, with projects approved for FY 1971 and proposed in FY 1972 MCON. NATTC Meridian will conduct training for young, lower grade Navy and Marine enlisted men in aviation maintenance administration, storekeeper, data analysis (1st phase), and aviation ordnance (AO) (2nd phase).

The Naval Air Station, Meridian, currently has 1,630 enlisted men and 707 officers on board. These men are engaged in training, maintenance, and support of the jet pilot training program. During 1972 through 1974, the enlisted men on the station will be increased to 3,546 men, as the Naval Air Technical Training Center commences operations at Meridian. The Station's outdoor recreation facilities, consisting of 4 playing courts, 1 ball field, and a 9-hole golf course are now overcrowded. As an example, there are usually 3 softball games a day as part of the intra-mural program. The overcrowding has also resulted in the men waiting around during recreational hours to engage in exercise and sports.

The first of two increments of construction of the Navy Technical Training Center is in progress and training will commence at

Meridian in 1973. The second increment of the Training School will be included in the Navy's FY 1973 MCON program. The increase of over 1,500 enlisted men will require the construction of the requested Outdoor Recreation Facilities. This project is considered an essential part of the new Naval Air Technical Training Center.

If this facility is not provided, sufficient recreation facilities will not be available. Due to the remote location of this base, over 15 miles from any civilian recreation, the usual diversions will not be available to the men. Sports recreation is considered essential for these men in the 17 to 21 year age bracket. Failure to provide these facilities will lead to boredom and poor morale.

RECLAMA

Installation: Naval Shipyard, Charleston, S. C.

Project: Engineering Management Complex (1st Increment)

Budget request	$6,067,000
House action	-0-
Requested of Senate	6,067,000

JUSTIFICATION

The Navy was directed by the Congress and the Office of the Secretary of Defense to develop a shipyard modernization program for the naval shipyards. This plan for the total naval shipyard complex was completed in 1968 as a joint effort between NAVSHIPS, the shipyard concerned and a private contractor. A total of 200 manyears of engineering effort went into developing the Master Industrial Plan for each naval shipyard and the integration of each shipyard into the total complex.

The principal objectives of the modernization plan was to (1) balance industrial capacity, (2) acquire new capability, and (3) to reduce operating costs. Each military construction project, that was developed to satisfy an outstanding deficiency, was sized to meet the long range projected workload and is under constant review to assure that the scope and technical aspects remain current. Many manyears of engineering effort have been expended to assure that each proposed military construction project is the most cost effective solution to the deficiency and to devise the precise sequencing of projects to provide a workable plan that will relieve the worst problems first.

One key concept in the plan for the Charleston Naval Shipyard was to lay out the shipyard in a manner which would reduce the geographical area to an optimum size commensurate with the projected workload. The area selected for the shipyard became an integral part of the Master Plan for the Naval Base Complex, Charleston, S. C. This Master Base Plan was developed by the Southeast Division, Naval Facilities Engineering Command.

The first increment of the Engineering Management Complex was programmed in Fiscal Year 1972, the third year of the plan. At this time it is the most critical requirement.

The Engineering Management Complex houses engineering and management personnel engaged in preparation of drawings and specifications, planning and estimating, and administrative effort necessary for support of overhaul, repair and conversion of surface ships and submarines. The existing facilities are (1) crowded with only 63 percent of the required space available, (2) inadequate

from a lighting, air conditioning and structural condition, (3) dispersed in five buildings currently housing these personnel and functions, and (4) frequently cited for fire hazardous conditions.

The only facility in the area which could possibly satisfy any of the defined deficiency is a portion of the old Naval Hospital which will be vacated in late 1972. This site has been considered and rejected because (1) the area in the permanent buildings is insufficient to meet the total area requirements, (2) extensive rehabilitation would be required, and (3) most important, the facility is remote from the shipyard industrial area. Relocation of a portion of the engineering management functions to the hospital area would not only perpetuate the inefficiencies the plan is designed to eliminate but, by further dispersion into a sixth remote facility, would be even less cost effective than the current situation.

Deferment of the first increment of the Engineering Management Complex as planned would in effect delay the entire Shipyard Modernization Program for Charleston one year, because this requirement must be satisfied prior to proceeding with the remainder of the program.

RECLAMA

Installation: Various Locations

Project: Funding Reductions, Prior Year Projects

Budget request	$ -0-
House action	(3,005,000)
Requested of Senate	3,005,000

JUSTIFICATION

For several years, the Navy's Military Construction Program has been underfunded; that is, if every project were ready theoretically for advertisement, the Navy would lack from $35 million to $50 million to permit advertisement of all projects. To date this underfunding has not presented a problem to the Navy, primarily because of construction freezes and slowdowns. Without construction freezes and slowdowns, the underfunding situation may become critical prior to the receipt of FY 1973 funding. For the last four fiscal years, the Congress has authorized significantly more projects than the amount appropriated in the same years.

There are some projects authorized and funded for which the requirement is voided by rapid changes in technology or re-alignment of the shore establishment. Funding from cancelled projects is needed for reprogramming actions under the emergency authority of Section 203 of the annual authorization law, and for funding projects approved under the restoration of damaged facilities authority of 10 USC 2673.

The specific funding reductions this year are not detrimental to the projects from which the funds were taken as follows:

Naval Shipyard, Portsmouth, New Hampshire	
(FY 71 project) (Reduction of installation total)	$ 360,000
Naval Shipyard, Boston, Massachusetts	
Abrasive Blast Facility (FY 69)	365,000
Incinerator (FY 69)	2,280,000

The funding reductions are a concern when viewed in perspective to the Navy's management of the total funded program, and it is, therefore, requested that the $3,005,000 be restored to the Navy program.

()= Negative Amount

CONGRESSIONAL ADD-ON

Installation: Naval Radio Station, Sugar Grove, W. Va.

Project: Community Building

Budget request	$ -0-
House action	260,000
Requested of Senate	260,000

JUSTIFICATION

This Activity is the radio receiving component of the Naval Communication Station, Washington, D.C. Its mission is to receive all incoming radio signals and process them through to downtown Washington via micro-wave or cable transmission. The Sugar Grove Radio Station is located in an isolated, mountainous area of West Virginia so that radio transmissions can be received with a minimum of local interference. Sugar Grove is approximately 35 miles, or an one hour drive from Harrisonburg, Virginia, which is the nearest reasonably complete community. This project will construct a Community Building which will permit relocation of the Naval Exchange and Sick Bay from the bachelor enlisted/officer living quarters, and the chapel and theater functions from the mess hall, thereby providing a measure of privacy for the occupants. The Community Building will also provide space for a post office, and other personnel support functions which are not now available at Sugar Grove such as a hobby shop, special services including an indoor exercise area, and a library. Without this building the 4 officers, 107 enlisted men, and 100 dependents living and working at this installation will continue to exist without the minimum amenities which are an accepted way of life, and which are becoming increasingly important in attracting and retaining well trained and highly qualified personnel.

Installation: Naval Air Station, Whiting Field, Fla.

Project: Auditorium/Theater

Budget request	$ -0-
House action	600,000
Requested of Senate	600,000

JUSTIFICATION

The Auditorium/Theater is a people oriented project necessary for improved morale of personnel undergoing basic flight training. The project will provide a 500-seat auditorium/theater. This project will enable the present gymnasium which has doubled as a theater to be employed for its designed use and permit a full athletic program. At present, no adequate theater exists within 35 miles of the base. The lack of public transportation to these theaters limits their use and works a hardship on personnel. The nearest theater, located in Milton, Florida, approximately 7 miles from the Station, is inadequate. Presently, the base gymnasium is doubling as a theater but is not adequate for multi-purpose usage. It must serve for station visual training, movies, general assemblies, dances and social functions, as well as a gymnasium for the support of the physical education and training phase of Whiting Field's mission of basic flight training. The

gymnasium was not designed to serve as an auditorium/theater; the lighting, seating and acoustics are all substandard resulting in an inferior atmosphere. Currently, the athletic program has been reduced to make allowance for the theater portion of the building. The end result is two facilities unable to meet the needs of the base, and this has a serious effect on morale. Funding is needed in FY 1972 to construct a new theater and allow the gymnasium to revert to its designed use.

Installation: Naval Air Station, Whiting Field, Fla.

Project: End Zone Improvements (South Field)

Budget request	$ -0-
House action	758,000
Requested of Senate	758,000

JUSTIFICATION

The Naval Air Station, Whiting Field, provides facilities to support the Navy's propeller and helicopter flight training program. Two training squadrons are based at this Station. The end zones immediately off the runway ends at Whiting Field (South Field) have steep slopes and contain numerous obstructions. This project will decrease end zone slopes to the minimum acceptable of two percent and remove obstacles from the end zones. These improvements will eliminate a safety hazard to student flight operations. Eight aircraft accidents have occurred in recent years, which have been directly related to conditions in the end zones. One fatality resulted from these accidents, and the damage to aircraft was $631,000. Without the improvements planned by this project, flight training operations will continue under the constant threat that a serious accident in an end zone could occur at any time.

Installation: Naval Construction Battalion Center, Gulfport, Miss.

Project: Mess Hall

Budget request	$ -0-
House action	1,150,000
Requested of Senate	1,150,000

JUSTIFICATION

Naval Construction Battalion Center (NCBC), Gulfport, provides homeport and training facilities for the Atlantic Fleet Naval Construction Forces. In support of this mission, the activity is required to subsist 2262 enlisted personnel. The existing mess is a temporary World War II frame structure which is badly deteriorated and has suffered limited structural damage from hurricane Camille. In addition, it lacks adequate dry storage and refrigerated space, which requires daily delivery and double handling of dry stores and the use of portable refrigerated boxes outside the mess hall. Both of these operations are uneconomical and will be corrected by the new mess hall.

Installation: Naval Construction Battalion Center, Gulfport, Miss.
Project: Navy Exchange with Cafeteria

Budget request	$ -0-
House action	972,000
Requested of Senate	972,000

JUSTIFICATION

Naval Construction Battalion Center (NCBC), Gulfport, provides homeport and training facilities for over 5,000 personnel of the Atlantic Fleet Naval Construction Forces. The existing exchange and cafeteria are located in two World War II substandard dispersed buildings which suffered limited damage from hurricane Camille. This project will replace these structures and provide the 25 percent increase in space needed for the personnel loading of the Center. Existing structures are uneconomical to maintain and repair and will be demolished upon completion of this project.

Installation: Naval Construction Battalion Center, Gulfport, Miss.
Project: Chapel

Budget request	$ -0-
House action	886,000
Requested of Senate	886,000

JUSTIFICATION

Naval Construction Battalion Center (NCBC), Gulfport, provides homeport and training facilities for the Atlantic Fleet Naval Construction Forces. The existing chapel is a substandard World War II frame structure deteriorated from age and termite damage. It requires extensive repair, complete replacement of electrical and heating system, and installation of an air conditioning system. The structural condition of the building makes the modernization impractical. In addition, the existing chapel affords little of the dignified and reverent appearance desired for a place of worship. The "People" oriented project is important to providing complete worship and religious educational services to the Center.

EMERGENCY APPROPRIATION

Installation: Naval Air Test Center, Patuxent River, Maryland
Project: Theater/Auditorium

Budget request	$ 0-
House action	-0-
Requested of Senate	508,000

JUSTIFICATION

Authorization for the Theater/Auditorium is derived from 10 USC 2673, Restoration of Damaged Facilities. Funding is needed in FY 1972 to permit the restoration of this facility important to

morale and welfare of military personnel assigned to this Installation. The Naval Air Test Center (NATC) is responsible for conducting test and evaluation of aircraft weapons systems and their components, including R&D on test procedures and carrier operations, and indoctrination of Fleet personnel on new aircraft. NATC also supports the Test Pilot School, 2 research squadrons, the Integrated Logistics Support Center and a Naval Hospital. The theater portion of converted, temporary WW II (1943) Building 407, Multi-Purpose Recreation Building was severely damaged by a wind and rainstorm on 30 May 1971. The center one-third of the roof collapsed and adjacent sidewalls were damaged. The $256,500 estimate to restore exceeds 50 percent of replacement cost. No other facility is available for conversion to a Theater/Auditorium seating more than 75 people. A Theater/Auditorium is required for use by the more than 4,000 military personnel assigned. The facility will be used, as was the original, primarily for showing motion pictures, and secondarily as an auditorium for presenting training and education lectures to large military groups and for technical presentations by NATC components. Until this facility is restored, a financial burden is being worked on lower grade military personnel, since a minimum adult admission is $1.50 at 2 small theaters and one outdoor theater in the local community, and training associated with NATC functions is being constrained.

Installation: Naval Shipyard, Long Beach, California

Project: Cafeteria No. 1 Replacement

Budget request	$ -0-
House action	-0-
Requested of Senate	1,272,000

JUSTIFICATION

Authorization for the Cafeteria No. 1 Replacement is derived from 10 USC 2673, Restoration of Damaged Facilities. Funding is needed in FY 1972 to permit the restoration of this facility important to the morale and efficiency of shipyard personnel. The basic mission of this Naval Shipyard is the overhaul, repair, and conversion of all types of surface ships, but primarily anti-submarine and anti-aircraft warfare types. On 21 April 1970, a fire totally destroyed the main industrial cafeteria. This cafeteria replacement is required to provide hot food service to 7,300 shipyard and 740 Naval Supply Center employees. The destroyed cafeteria facility provided central food preparation facilities for precooked food for Cafeteria 2 and two other satellite serving cafeterias. The fire razed building also provided seating for 700 employees, a manager's dining room and a snack bar for ships' crews during overhaul. A temporary facility was constructed on a parking lot and outfitted with surplus equipment including portable reefers, trailers for food storage, wooden tables and benches. This facility is grossly inadequate from a capacity, maintenance and health viewpoint and is considered marginal by Medical inspectors and will not be tolerated by them on a long-term basis. Since there are no convenient commercial facilities, nor other alternatives available, employees are required to carry their lunches or utilize vending machines and commercial trucks outside the Shipyard gates. These conditions adversely affect employees morale and efficiency.

DEPARTMENT OF THE AIR FORCE

Military Construction Program

STATEMENT OF MAJ. GEN. M. R. REILLY, DEPUTY DIRECTOR OF CIVIL ENGINEERING

ACCOMPANIED BY:

COL. RIO G. LUCAS, CHIEF, PROGRAMS DIVISION, DIRECTORATE OF CIVIL ENGINEERING
JOHN H. LEE, CHIEF, MILITARY CONSTRUCTION APPROPRIATION, DIRECTORATE OF BUDGET
COL. PAUL CAMERON, DIRECTORATE OF AEROSPACE PROGRAMS
MAJ. DAVID M. CORNELL, DIRECTORATE OF CIVIL ENGINEERING
JOHN W. WARD, JR., DIRECTORATE OF CIVIL ENGINEERING
COL. JACOB A. MORROW, AIR FORCE LOGISTICS COMMAND

BUDGET REQUEST AND ADJUSTED REQUEST

Senator Proxmire. The Air Force is next.

General Reilly, will you proceed.

General Reilly. Thank you.

Mr. Chairman, it is a pleasure to be with you today.

I will be the principal witness and I have with me the gentlemen from the staff who can provide additional details as required, sir.

Senator Proxmire. Proceed.

General Reilly. Sir, I have a one-page statement which I would be happy to read.

Senator Proxmire. Read your statement.

General Reilly. Mr. Chairman, it is a pleasure to appear again before you and your committee. The Air Force fiscal year 1972 military construction appropriation request has undergone a number of changes since it was introduced. The amount requested originally was $316.6 million. As a result of reductions and changes in the authorization, coupled with additional requirements which have subsequently been identified as urgent requirements for the fiscal year 1972 time period, we now have an adjusted appropriations request amounting to $296,775,000.

ELIMINATIONS FROM ORIGINAL BUDGET REQUEST

Chairman Ellender. Can you tell us in a few words what is eliminated to cause you to go down that amount?

General Reilly. Sir, in our authorization request $33.2 million was disallowed and that carried with it, of course, the same amount of appropriations reduction.

Chairman Ellender. What was involved?

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General Reilly. Sir, 38 projects were deferred and one item was reduced in scope and cost.

Our appropriations request is for: approved new authorization, $247,347,000; prior year authorization; $4,080,000; permanent authorization $35 million; and late starters, $10,348,000.

AUTHORIZATION

The amount for new authorization was subject to joint hearings between your committee and the Senate Armed Services Committee some weeks ago, and the prior year authorization is a single project for construction and improvements to the National Military Command Center at the Pentagon, which was authorized but not appropriated last year. The permanent authorization includes advance planning and design, minor construction and access roads. The amount included in the late starter category is for facilities approved by the Secretary of Defense which are urgently needed in the interest of national security or to replace facilities which have been destroyed.

We understand that you have been or soon will be advised of these by the Office of the Secretary of Defense. The special program books which we have furnished cover each of these categories in detail.

In addition, these special program books provide further details on some $15,603,000 of projects to be authorized which we understand that the House of Representatives, from an appropriation standpoint, is planning to disallow. Each of the project groupings referred to is of vital concern to the Air Force, and we are prepared to describe and justify the projects to the fullest extent to enable your committee to properly evaluate our needs and appropriate the necessary funds for them.

Mr. Chairman, at this point I make myself and my associates available to answer any questions you may have.

STRATEGIC AIR COMMAND SATELLITE BASING

Senator Proxmire. Why is this amount of $5.3 million necessary for satellite basing of SAC aircraft?

General Reilly. Mr. Chairman, this will complete a program we have had underway for a number of years and will permit our aircraft to be satellited at 20 additional bases. We received the first authorization and appropriations from the Congress for this program in the fiscal year 1970 program.

Additional funds were authorized and appropriated in fiscal year 1971 program. At the time we submitted this program to Congress last winter our studies were still underway. We did not at that time have a definite indication of just what our requirements would be to complete phase I of this satellite-basing program. Those studies have now been completed and we have identified the locations and the scope of work required.

Senator Proxmire. How big a program is this likely to be before you are through?

General Reilly. Mr. Chairman, including all three phases this program can run, in construction, something over $200 million. This par-

ticular $5.3 million request will bring to $20 million the funds that will have been authorized and appropriated by the Congress so far.

Senator PROXMIRE. Where are the bases upon which you intend to satellite these SAC aircraft?

General REILLY. Sir, we have 12 satellite bases in operation at the present time. As our fiscal 1970 and 1971 construction is completed, we will bring other bases into the satellite inventory.

Senator PROXMIRE. You say it is a total program of about $208 million?

General REILLY. Yes.

Senator PROXMIRE. How much has been appropriated?

General REILLY. Sir, $15 million has been appropriated.

Senator PROXMIRE. When do you expect to have the remainder of the amount appropriated?

General REILLY. An additional $5.3 million is being requested for appropriation in this fiscal year 1972 program. Then we are planning on an additional $20 million in the fiscal 1973 program. Just what the program phasing will be or the dollar amounts in the years beyond that has not yet been determined.

Senator PROXMIRE. You expect this to be a program you can complete within 3 or 4 years?

General REILLY. Sir, more probably 4 to 5 years.

Senator PROXMIRE. So this program would increase in cost in the next several years very substantially?

General REILLY. That is correct, sir.

Senator PROXMIRE. When did you intend to have all the aircraft in place and operational?

General REILLY. Sir, Phase I of the program, requiring construction amounting to $15 million already appropriated and $5.3 million we are requesting in this program will provide the required support for Satellite Forces by the summer of 1973.

Senator PROXMIRE. But that would not complete the cost of the operation. That would not mean if you had spent the money by the end of fiscal 1973? It would not mean that?

General REILLY. Sir, I am confident that by the summer of 1973 we will have completed the $20 million in construction required for Phase I of the satellite basing programs.

Senator PROXMIRE. Will that be the construction cost for the base satellite program?

General REILLY. $20 million in construction for Phase I.

Senator PROXMIRE. First phase?

General REILLY. Yes.

Senator PROXMIRE. But not the second period?

General REILLY. That is correct.

Senator PROXMIRE. As you have indicated?

General REILLY. Yes.

REPLACEMENT OF NATURAL DISASTER LOSSES

Senator PROXMIRE. I notice you have a number of projects here that resulted from fires and other natural disasters. Why would these projects not be put into the fiscal year 1973 budget?

General Reilly. Well, Mr. Chairman, they could. However, in each instance we are now denied facilities and our requirement is sufficiently urgent to cause us to invoke the natural disaster authorization, as provided under U.S. Code. This will enable us to proceed immediately with replacements. To wait for the fiscal 1973 program to obtain authorization and appropriations would simply mean additional hardships for our people.

These projects involve personnel facilities, the NCO open mess at Westover Air Force Base in Massachusetts, a theater at Sheppard Air Force Base, a training facility at Lackland Air Force Base in Texas where they are now operating under very difficult conditions, and a headquarters facility at Osan in Korea. The facility at Osan was lost very recently and we now have a large headquarters complex simply scattered throughout the base.

Senator Proxmire. What do these amount to in total dollars?

General Reilly. In total dollars these four projects that were destroyed amount to $5,048,000.

FORCE REDUCTION IN THE PACIFIC AREA

Senator Proxmire. Senator Ellender.

Chairman Ellender. Why is it necessary to reconstruct in Korea when it is my understanding we will soon be out of there?

General Reilly. Senator——

Chairman Ellender. Trying to get out as you know. We have 20,000 people out and clear up by the end of next year, get them out of there. Now what is the use of constructing a new building there?

General Reilly. Although there has been a major reduction in U.S. Army Forces in Korea, the U.S. Air Force will still have units in Korea. As you know, all of our tactical air forces have been moved out of Japan. One of the two wings of tactical fighters is now based in Korea. This redeployment permits us to retain our tactical capability in that part of the Pacific as well as partially offsetting the Army troops force reductions in Korea. Furthermore, we have closed down all Air Force functions at Kimpo Air Base and consolidated activities at Osan air base. The new headquarters facility at Osan to replace the facility destroyed by fire is required for overall command and control of U.S. air forces in Korea as well as support of other consolidated activities that have now been concentrated at this base.

Chairman Ellender. Why is it necessary? I thought if we moved out of Japan, why should you move to Korea?

General Reilly. Sir, I think this is a part of our plan to maintain tactical air forces in the Pacific, those forces being in Korea and Okinawa principally.

Chairman Ellender. I thought we were trying to move ourselves out of Asia to a large extent.

General Reilly. That is right.

In Korea at the present time we have relocated approximately one-half of the tactical fighter aircraft which were formerly assigned to Japan. As you may recall, some months ago it was announced that we would relocate our two fighter wings in Japan to other areas in the Pacific and, as a result, would terminate fighter activities at Misawa in

northern Honshu. The fighter wing formerly assigned to Misawa Air Base was transferred to Korea. We have consolidated the bulk of our Air Force activities and personnel in Japan at Yokota Air Base, and are in the process of relinquishing several Air Force installations to the Government of Japan as part of our total relocation and reduction program.

Chairman ELLENDER. I know that, but it seems to me you are changing now as you know.

General REILLY. Yes.

Chairman ELLENDER. And I am just wondering why it is you stick to the same old plans in view of President Nixon's new doctrine that those people take care of themselves as much as they can and not lean on Uncle Sam's shoulder. Don't you think so?

General REILLY. Sir, I am just not prepared to address the detailed planning for our tactical forces.

Chairman ELLENDER. That is based on certain conditions that have now changed and are changing under the Nixon doctrine. Let the people take care of themselves more than for us to be there to take care of them?

General REILLY. Yes, sir.

Chairman ELLENDER. I am sure you are familiar with what we have to do to take 20,000 people out of Korea. We spend $5 billion over a period of 5 years. It is like we have to pay to get out.

General REILLY. Yes, sir.

Chairman ELLENDER. Do you agree with that as an American?

General REILLY. Yes, sir; I certainly agree with the reductions.

BALLISTIC MISSILE THREAT

Chairman ELLENDER. Oh, reductions. But the idea of us staying there, knowing that we are hoping to get out of there and that is our plan. Why is it you keep on adding and adding? I just can't understand it. It is affecting our economy now to the point where it hurts. Now about these satellite bases that you speak of, do you expect to spend $200 million?

General REILLY. Yes, sir.

Chairman ELLENDER. Over what period of time?

General REILLY. I would presume 4 to 5 years.

Chairman ELLENDER. How do you do without them now?

General REILLY. Well sir, the additional satellite bases are geared to the anticipated increase and the threat of a larger force.

Chairman ELLENDER. Such as whom?

General REILLY. Intercontinental ballistic missiles as well as the sea-launched missiles.

Senator PROXMIRE. Well, your remark should be unclassified.

General REILLY. Yes, sir. It would be most difficult for me to describe our concept and the very serious threat that is facing us and what we must do to counter that threat without getting into classified material.

Chairman ELLENDER. Would you mind saying from whom you expect that threat?

General REILLY. No.

Chairman ELLENDER. Russia?

General REILLY. Yes.

Chairman ELLENDER. Russia, Soviet Union, the only one. I have been knowing that all the time.

It is policy and you just want to do what you are told to do.

General REILLY. Whereas we have considerable warning time for the intercontinental ballistic missiles, the sea-launched ballistic missile can be close to our shores, and we know that the Russians are working toward a depressed trajectory for their missiles which further reduces flight time. Because of this it is necessary that we disperse our alert aircraft, and this is what the satellite program is geared to do—to disperse our aircraft so that with the given amount of warning time that we have, that those aircraft can get off the ground.

You know that a single runway can only launch so many aircraft in a given period of time.

REACTION TO BALLISTIC MISSILE THREAT

Chairman ELLENDER. But the fact that we are living in a missile age, does that not make a difference?

General REILLY. Yes, sir; very much. The missile is what is generating this whole thing, and we have already satellited aircraft to some 12 bases. As our construction is completed, they will further disperse until finally we will insure that the strategic aircraft alert force can survive a missile strike. We are talking about the B–52 bomber, the KC–135 tanker that supports them, and the FB–111 which is now coming into use.

Those alert aircraft will be so positioned and far enough removed from the threat that we can get them in the air.

Chairman ELLENDER. To your knowledge, how long has that threat existed?

General REILLY. The intercontinental ballistic missile threat has existed for quite some time. The sea-launched ballistic missile threat has not existed as long, and it is my understanding that it is growing constantly as additional enemy submarines are deployed and weapon technology advances.

I have with me Colonel Cameron who is prepared to discuss with you in greater detail what the Air Force is doing.

Chairman ELLENDER. Off the record.

(Discussion off the record.)

Senator PROXMIRE. Go ahead.

Senator YOUNG. Mr. Chairman, I believe it would be helpful if we had a short executive session. I would like to know how you are going to stop a missile from a foreign submarine only 2 miles off New York. Is this classified information? What bases are you going to improve, and how many are foreign countries in here? I would like you to name those. Are those unclassified?

NATURE AND EXTENT OF SATELLITE BASING PROGRAM

General REILLY. Sir, the bases where we intend to satellite within the phase I of our program; I can give you those, and it is unclassified.

Announcements have been made to Congress and to the public of our plans for these bases.

Senator YOUNG. How many in addition to the 20?

General REILLY. Just 20 satellite bases, sir, in phase I.

Senator YOUNG. That is all you have planned?

General REILLY. In addition to the home bases. That is for phase I of the program.

Senator YOUNG. Is that classified?

General REILLY. The locations of bases for phase II and phase III are; however, I can quickly give you the ones that are satellited right now, since it is unclassified. For example, Homestead Air Force Base in Florida; Albany Naval Air Station, Ga.; Bergstrom Air Force Base in Texas; Columbus Air Force Base in Mississippi; McDill Air Force Base, in Florida; Mountain Home Air Force Base in Idaho; Otis Air Force Base in Massachusetts; Sheppard Air Force Base in Texas; Whiteman Air Force Base in Missouri; McGuire Air Force Base in New Jersey; Little Rock Air Force Base, Ark.; Malmstrom Air Force Base in Montana; Hill Air Force Base in Utah; Grand Forks Air Base in North Dakota; K. I. Sawyer Air Force Base in Michigan; McConnell Air Force Base in Kansas; and Minot Air Force Base in North Dakota.

Senator YOUNG. Just a minute. What additional facilities did you put into Minot?

General REILLY. Sir, we are providing additional pavements for parking and movement of aircraft, alert facilities for aircrews, security fencing, and lighting, an operations center, and supporting utilities.

Senator PROXMIRE. It is dispersed widely enough so it is not vulnerable for sudden attack, far enough away from the main base?

General REILLY. The new construction is located on the base at Minot.

Senator YOUNG. That would not be very expensive?

General REILLY. No.

Senator YOUNG. What is the expensive part of your $200 million or $300 million? What is the real expensive part of this?

General REILLY. Sir, phase II and phase III of the program will involve new runways and some additional off-base facilities.

As I mentioned earlier, a given single runway can accommodate only so many aircraft in a given period of time. As the threat grows, aircraft are satellited to the interior of the United States, more distant from the threat. To give us more dispersion, it is going to be necessary to build some additional runways. This, of course, is going to be expensive.

Senator YOUNG. I would like some explanation as to how you plan to combat missiles in foreign-launched submarines.

General REILLY. Sir, about our only defense against those missiles is to simply get our strike aircraft off the ground so that they won't be there when the missile hits.

Senator PROXMIRE. A certain number in the air all the time?

General REILLY. Yes, sir; as the threat becomes serious enough.

Senator PROXMIRE. Well, at any rate, I don't want to get into this.

General REILLY. We will be happy, Senator Young, to furnish you a detailed briefing on just what our plans are.

NEW CONSTRUCTION IN THE FAR EAST

Senator PROXMIRE. Now, General, I would like to follow up a little bit on Senator Ellender's questions which asked about why we are spending any money at all in Asia. You referred to a particular site. We have had fire damage in the other places in Korea. Could you give me for the record more directly how much of your 1972 budget request involves construction either in Korea or in Southeast Asia or in any other part of Asia?

General REILLY. Sir, again I will be testing my memory here. Our 1972 construction request has nothing for Southeast Asia.

Senator PROXMIRE. Of any kind?

General REILLY. Of any kind, in terms of construction. As I recall, we had just two projects in Korea. That is, other than in this replacement I am talking about here. There are three projects in Japan and two projects in Okinawa. I think we had maybe one project at Clark Air Force Base in the Philippines, and that is it. So it is just a few million dollars.

Senator PROXMIRE. The Philippines I didn't have in mind.

General REILLY. Just a few million dollars.

Senator PROXMIRE. Insert the information in the record.

General REILLY. Yes, sir.

(The information follows:)

The only projects in the Far East in the fiscal year 1972 Military Construction Appropriation Request are:

Okinawa: Kadena:	
Runway centerline lighting system	$570,000
Air-condition airmen dormitories	818,000
Total	1,388,000
Korea: Osan:	
Aircraft instrument landing facility	135,000
Add to and alter electric powerplants	343,000
Total	478,000

CONSTRUCTION OF NEW COMMISSARY AT DOVER AIR FORCE BASE, DEL.

Senator PROXMIRE. I have a question that Senator Boggs would like to ask. He hoped to be here but unfortunately he is on an executive session on a water pollution bill.

One item he is very interested in, and he asked me to convey his concern. Can you describe for me the need for the $1.8 million for a new commissary at Dover Air Force Base in Delaware?

General REILLY. I was at Dover just several days ago and reviewed the commissary conditions. Dover, as you know Mr. Chairman, is one of our principal airlift bases on the east coast.

Dover had additional family housing that was built in recent years, and we have another project in the 1972 program which we hope to have under construction before too long. It is one of our most active bases. At the present time they are using an old warehouse building which is inadequate in size and just does not provide the adequate facilities for a large commissary operation to support our people.

The Air Force included a limited number of commissaries in its 1972 program out of many, many requirements. The Dover commissary stood very high on our priority list in terms of urgency and need. We would consider it among our most pressing commissary projects in the Air Force today.

PLANNING AND DESIGN

Senator PROXMIRE. General, what has been the amount of carryover of planning and design money the Air Force carried into 1972?

General REILLY. Planning and design funds carried over from fiscal year 1971 amounted to $9.6 million. This balance will be applied in entirety to complete the design of our fiscal 1972 program and to initiate partial design of our 1973 program in advance of receiving the $17 million that we are requesting in this particular bill.

Senator PROXMIRE. Has the planning money provided by the Congress in the last 2 fiscal years been sufficient to carry your program forward?

General REILLY. Yes, sir.

Senator PROXMIRE. Again, as I asked the other witness, what is the criteria upon which you base your request for funds?

General REILLY. It is geared, sir, in a given fiscal year to completing the design of the budget program, as well as initiating design on the program which will be submitted to the Congress the following year. To arrive at specific dollar amounts, we calculate design cost at 5 to 6 percent. In other words, for every construction dollar we need approximately 5 to 6 cents for design.

Senator PROXMIRE. Is that criteria established by the Department of Defense? It seems to me it was about the same for the Navy, was it not?

General REILLY. No, sir; we have no figure prescribed by the Department of Defense. Our objective has been to drive design costs down as much as we can, and I think we have made good progress in the Air Force. Now we are constrained by law in terms of what fees can be paid architect-engineers. There is a limitation of 6 percent on that but our design is running below that now.

All the services are working in conjunction with the Office of the Secretary of Defense in trying to get more design for less money.

MINOR CONSTRUCTION REPORTING PROCEDURE

Senator PROXMIRE. What is your reporting procedure in reporting your minor construction funds to Congress?

General REILLY. Mr. Chairman, I don't know whether I have that answer or not.

Senator PROXMIRE. Well, supply that for the record.

General REILLY. Yes, sir.

(The information follows:)

We prepare a semi-annual report that lists each individual project accomplished under the minor construction authority and the project cost. This is forwarded to the Congress through the Office of the Secretary of Defense.

CARRYOVER CONSTRUCTION FUNDS

Senator PROXMIRE. Can you tell me whether there has been any carryover construction money into fiscal year 1972?

General REILLY. Yes, sir; we had a small carryover.

Senator PROXMIRE. How much?

General REILLY. $2.4 million.

Senator PROXMIRE. $2.4 million?

General REILLY. Yes.

Senator PROXMIRE. Out of how much?

General REILLY. That was out of a total availability of some $16 to $17 million last year.

Senator PROXMIRE. Is it a much more substantial carryover than the Navy had?

General REILLY. I might mention, Mr. Chairman——

Senator PROXMIRE. They had $700,000, it seems to me, out of $35 million. Yours is three or four times as high. That is not necessarily criticism, it may be justified.

General REILLY. Yes, sir; we had $14 million appropriated last year and we had $1.5 million carryover from fiscal 1970, so we had $15.5 million to work with last year and we carried over $2.4 million of that. Now that $2.4 million has been fully obligated as of the moment, and we have even obligated additional funds under the joint resolution.

Senator PROXMIRE. We are pretty far into fiscal year 1972, as so often happens. What is the criteria you determine in how much your request for minor construction will be?

General REILLY. Sir, it is an experience factor. We have found through the years that about a million and a half dollars a month is required to meet our unforeseen requirements. Our appropriations in recent years have been in the $14 to $17 million range.

1971 REPROGRAMING ACTION

Senator YOUNG. One question. How many of your last year funds were reprogramed? Any?

General REILLY. Are you speaking in money or construction, sir?

Senator YOUNG. The reprograming changed from one program to another.

Supply that for the record.

REPROGRAMING OF FUNDS

General REILLY. Yes, sir; we did some reprograming of funds against available authorization in the last year and I can furnish the details of that for the record.

Senator PROXMIRE. All right, sir. Thank you very much.

(The information follows:)

There has been only one reprograming action involving FY 1971 Military Construction funds. It concerned NORAD. Expansion of the NORAD Cheyenne Mountain Complex was authorized in FY 1970 for $20.8 million but funded for $12.8 million. To fund the balance of $8 million, FY 1971 and prior military construction funds were reprogrammed primarily for projects no longer required because of mission changes. The $8 million reprogrammed involved $953,000 of FY 1971 funds and $7,047,000 of FY 1970 and prior funds.

PEASE AIR FORCE BASE HOSPITAL

Senator PROXMIRE. General Reilly, Senator Margaret Chase Smith has requested that the following questions be answered for the record:

(The questions and answers follow:)

Question 1. Did the Air Force and the Navy coordinate and agree for the construction of the hospital at Pease Air Force Base?

Answer. The Air Force has planned and developed the project for the Pease AFB Hospital with the full coordination and cooperation of the Navy. The Navy has consistently supported the Air Force's efforts to construct a hospital at Pease, both prior and subsequent to the President's rescision, on March 24, 1971, of the order directing closure of the Portsmouth Naval Shipyard in 1974.

Question 2. What is the average number of Air Force personnel and their dependents that are treated at the Portsmouth Navy Yard Hospital?

Answer. There is an average of 14 inpatients and 60 outpatients per day attributable to Air Force personnel and their dependents.

Question 3. Did the Air Force coordinate and receive approval for the construction of the hospital at Pease from the Defense Department?

Answer. Yes; the Air Force originally obtained Department of Defense approval to construct the Pease Hospital in April 1969. This approval was reaffirmed in April 1971.

Question 4. What was the basis of the rationale to build the hospital at Pease AFB to support the naval complex at Portsmouth, N.H.?

Answer. The Air Force initially programed a hospital at Pease AFB in the FY 1972 MCP predicated on the planned closure of the Portsmouth Naval Shipyard in 1974. When the closure order was rescinded in March 1971, the Department of Defense, in reconsidering the Pease Hospital project, reaffirmed the need for a modern military medical facility in the Portsmouth area. (The Portsmouth Naval Hospital consists of five buildings, four of which are permanent construction over 50 years old and functionally obsolete.) The Department of Defense determined that since the Air Force had a replacement project in its military construction program and a predominant number of Active Duty strength to support (3,883 Air Force to 2,099 Navy-Marine personnel) the Air Force project should be expanded to meet the total medical requirement and the Air Force assume the health care delivery responsibility in the Portsmouth, N.H. area.

Question 5. How many beds does the Air Force contemplate setting aside for the use of the Navy?

Answer. Of the 70 beds proposed for the Pease hospital, 26 are in support of the projected Navy-Marine active duty, dependent and retired workload.

RECLAMA DATA

Senator PROXMIRE. I neglected to say we will place in the record the data on the reclama and any other data you would like to include in the record.

(The information follows:)

DEPARTMENT OF THE AIR FORCE

RECLAMA

INSTALLATION: Hill Air Force Base, Utah
LINE ITEM: Ballistic Missile Support Equipment Overhaul Facility

BUDGET REQUEST.....$2,665,000

HOUSE ACTION..... 0

RESTORATION REQUESTED.....$2,665,000

JUSTIFICATION

This project provides a complete facility for repair of Minuteman and Titan Ground Support Equipment. The total inventory of $87 million includes large missile transporters and carriages-some are 80 ft long, weigh 70 tons, and cost nearly a million dollars - and the various compressors, pumps, air conditioners, seismic shock isolators, elevators and antennae controls required to keep the Minuteman and Titan Weapon Systems operationally ready.

Facilities for efficient and responsive repair of ICBM Ground Support Equipment do not exist. Work on transporters is presently uneconomically performed in widely dispersed 1940 vintage warehouses not suited for the large size equipment supporting the 1970 ICBM force. Indoor facilities are not available for cleaning or painting the transporters. Inability to remove road salt in winter hastens corrosion and inhibits inspection. Degradation of the inspection and maintenance effort due to substandard facilities increases maintenance costs and reduces reliability. Failure of transportation equipment can prevent the timely replacement of faulty missiles in the field. Failure of environmental control equipment in the silo or during transportation necessitates return of the missile to Hill AFB for overhaul.

This support equipment was procured on a one-time basis at the time of initial weapon system procurement and must be maintained for the life of the system. Four major configurations of the Minuteman have been developed. Each subsequent configuration reflects advances in technology which require corresponding modifications to existing support equipment. Weapon system life planned for 10 years has been extended to 20 years through modernization and replacement of missiles. The life of support equipment must also be extended to 20 years through modernization and replacement of missiles. Accordingly, repair costs which are already high as a result of inadequate facilities will become even higher.

Existing buildings beyond economical repair will be razed and the remainder will revert to warehouse and other use upon completion of the project.

INSTALLATION: Wright-Patterson Air Force Base, Ohio
LINE ITEM: Materials Laboratory

BUDGET REQUEST	$ 11,335,000
HOUSE ACTION	0
RESTORATION REQUESTED	$ 11,335,000

JUSTIFICATION

The Materials Lab is the single organization within the Air Force responsible for exploratory and advanced development of new materials for use in weapon systems and equipment. Further this laboratory provides technical support in materials engineering for both operational systems and equipment (AFLC and the operating commands) and for systems and equipment under development. During the next five years this laboratory will operate at an annual budget of between $45 and $50 million. The laboratory employs 415 people, 3/4 of which are professionals, i.e., scientists and engineers. The importance of materials research and development and sound materials application engineering can't be overstated in terms of meeting current and future mission needs of Air Force weapon systems. For example, consider the degradation of our national deterrent posture if we had not been successful in developing effective ablative materials which insure the survivability of reentry vehicles from ICBM trajectories. The development of even more effective ablative materials continues. Frequently a materials problem becomes the pacing technical problem in the development of new systems. The Air Force is currently facing such a situation with both the F-111 and C-5A aircraft structural problems. This laboratory has provided direct technical support and leadership in the resolution of these structural problems. The laboratory has the unique capability, in the Air Force, of understanding the character and alternatives of materials use in systems design, and the ability to identify and define the pacing, critical materials needs for our future systems. This permits the laboratory professionals to properly select AF materials R&D objectives, the technical approaches, and to guide the efforts of the materials industry and universities in materials developments for the Air Force. These laboratory people also technically evaluate system contractor development proposals, the contractors' materials development efforts and technical progress, specifications, standards, and test results. Their activity involves the full spectrum of materials of concern to the Air Force, i.e., for all subsystem applications (propulsion, airframe, hydraulic, electrical, controls, etc.) This capability is not available either from private industry or the universities or other government agencies. In short, as long as there is an Air Force, we will need the expertise which this laboratory can provide.

The one resource which limits the capability and effectiveness of this lab is the laboratory facility itself. Five (5) of the eight (8) buildings which currently house the laboratory pre-date 1928 and these five (5) buildings represent almost 90% of the space now occupied by the lab. The existing facilities do not provide adequate space for conducting critical new research. The existing cement slab floor construction is inflexible when it comes to setting up new research equipments and experiments and providing proper utilities for them. Of even more importance is the lack of capability to provide proper research environment in terms of temperature,

humidity and dust. This situation is critical. We cannot validate our own specifications with the necessary degree of confidence, nor can we check compliance of contractor performance. In summary these old buildings have been modified, overhauled and patched up for forty years and they are simply worn out and inadequate. To rehabilitate these buildings to provide the necessary flexibility and environment is not economically feasible. It is essential that they be replaced by a modern research laboratory complex. This new facility will provide the controlled clean environment, flexibility of utilities and safety required for in-house materials research and development, specification validation, and quick reaction response for failure analysis. It will house:

a. A Material Support Division that provides collocated materials engineers to weapon system program offices, and failure analysis/ corrosion control and materials engineering labs for solutions of materials problems in system development and operation. These materials and associated testing require a controlled environment as specified in applicable Military, Air Force, Federal and Industrial specifications.

b. Materials labs that analyze samples obtained from failed parts to determine chemical composition. These activities are the most sensitive to environmental conditions and contamination.

c. Lab rooms for development and testing of electronic and electrical materials for Air Force application which are also most sensitive to environment.

This Laboratory facility is urgently needed during this program cycle. The over-all effectiveness of the research and development program of the Air Force, indeed the Department of Defense, is highly dependent upon the capability and productivity of the in-house defense laboratories. This project is required to eliminate the most critical facility deficiency existing within the total in-house laboratory structure of the Air Force.

INSTALLATION: Mather Air Force Base, California
LINE ITEM: Navigator Academic Training Facility

BUDGET REQUEST.....$	1,726,000
HOUSE ACTION.....	0
RESTORATION REQUESTED.....$	1,726,000

JUSTIFICATION

This facility is urgently required to provide adequate classroom space for a one-third increase in USAF navigator production. The Air Force is presently experiencing a significant navigator shortage. This shortage resulted from a declining navigator inventory and added requirement for navigators in fighter/bomber type aircraft. To relieve this shortage, navigator production was increased from 1100 in FY 70 to 1500 for FY 74. Academic classrooms are not sufficient in size and numbers to support even the present annual training rate of 1300 in FY 72 nor the programmed increase to 1500. To permit accomplishment of navigator training, academic work days have been extended to fourteen hours and space has been taken from other critical operational training units on a temporary basis.

During a 14-17 September 1971 Air Force Inspector General (IG) No-Notice visit to Mather, the IG noted in their final report that "adequate new primary mission training facilities must be constructed." Recent production rate increases leave us in an untenable position, greatly adding to our criticality of academic classroom space. The total area required to support the present 1300 rate was 91,363 square feet leaving a shortage of approximately 46,000 square feet. Total area required to support the 1500 training rate is 126,500 square feet now leaving a 81,300 square foot deficiency. Even with approval of this project, the extension of academic work days will be necessary to support approved training rates.

INSTALLATION: Randolph Air Force Base, Texas
LINE ITEM: Addition to Utilities

BUDGET REQUEST.....$264,000

HOUSE ACTION..... 0

RESTORATION REQUESTED.....$264,000

JUSTIFICATION

In addition to serving existing facilities, these utilities are urgently required to provide service and access to the Army and Air Force Exchange Service (AAFES) at the base community center complex.

The AAFES is presently developing the design for their facilities. A firm commitment on the availabilities of the utilities through the proposed extension is required by 1 Jan 1972 to permit finalization of plans and specification for the construction to start by Jan 1973. The selected site is vacant land and no utilities presently exist. The siting for this facility has been approved and timely phasing of all support items is essential. If the approval of the utility extension is not made at this time the entire community center complex will be jeopardized. The estimate of cost for the entire community center complex is over $3 million and will be scheduled over the next four years with the major item being accomplished during the early phases.

LINE ITEM: Aircraft Engine Test Facilities

INSTALLATION	BUDGET REQUEST	HOUSE ACTION	RESTORATION REQUESTED
Spangdahlem Air Base, Germany	$ 92,000	0	$ 92,000
Zweibrucken Air Base, Germany	$115,000	0	$115,000

JUSTIFICATION

NATO does not recognize sound suppression of jet engine maintenance facilities unless they are required by the host country laws. These projects are, therefore, not eligible under current NATO criteria; however, action will be taken when these projects are funded to protect U.S. recoupment rights should NATO ever recognize sound suppression as a require-

ment, or should they become host nation requirements. Prefinancing is considered necessary because of the urgency of protecting personnel required to work in the hazardous, high level noise area when engines are being adjusted or tested.

This project will provide the necessary pavement, foundations, and utilities to allow installation of prefabricated sound suppression units on the base engine test stand. The necessary engine mounting, restraining fixtures and control room now exist at these locations. The addition of the sound suppression will eliminate the serious health hazard which now exists for personnel required to work in the area immediately around the engine and will also eliminate the communications interference caused by this noise in the base administrative areas. Additionally, the disturbance the engine testing noise is now causing in the surrounding civilian communities **will be eliminated.**

After base level overhaul or repair, and prior to installation in an aircraft, jet engines must be tested to ensure the efficacy of the repairs. These tests require four to six hours per engine with the engine running at maximum power much of this time. Current jet engines running at maximum power generate noise levels which are a serious hazard to personnel in the near field. For example, the J-79 engine which is used in the F-4 aircraft produces 145-150 Decibles of noise when operated in afterburner power. This level will permanently destroy all hearing in the unprotected ear and is bordering on the levels which will cause damage to the body's internal organs. Obviously moving further away from the engine will attenuate the noise somewhat; however, sound levels which can insidiously damage human hearing can exist up to $\frac{1}{4}$ mile from the source. Since this damage is painless, the victim does not realize he is being injured.

The Air Force has recognized this problem for some time and has implemented many measures to protect its personnel from noise. Various types of personal protection devices and sound suppression equipment have been provided at many locations and is programmed at others. These projects are phased with equipment procurement as part of an overall Anti-Sound Pollution Program. They are vital for the protection of our personnel and the elimination of sound instrusion on the surrounding military and civilian communities.

LINE ITEM: Aircraft Runup Facilities

INSTALLATION	BUDGET REQUEST	HOUSE ACTION	RESTORATION REQUESTED
Ramstein Air Base, Germany	66,000	0	66,000
Spangdahlem Air Base, Germany	84,000	0	84,000
RAF Alconbury, United Kingdom	77,000	0	77,000
Aviano Air Base, Italy	104,000	0	104,000
Incirlik Air Base, Turkey	75,000	0	75,000

JUSTIFICATION

NATO does not recognize sound suppression of jet engine maintenance facilities unless they are required by the host country laws. These projects are, therefore, not eligible under current NATO criteria; however, action will be taken when these projects are funded to protect U.S. recoupment rights should NATO ever recognize sound suppression as a re-

quirement, or should they become host nation requirements. Prefinancing is considered necessary because of the urgency of protecting personnel required to work in the hazardous, high level noise area when engines are being adjusted or tested.

This project will provide the necessary pavement, foundations and utilities to allow installation of prefabricated sound suppression units at the aircraft runup facilities. The addition of the sound suppression will eliminate the serious health hazard which now exists for personnel who must work on the aircraft during the process of trimming newly installed engines. It will also eliminate the communications interference caused by this noise in base administrative areas up to one mile away and the disturbance in the surrounding civilian community.

When a new or overhauled jet engine is installed in a jet aircraft or the installed engine has malfunctioned, it must be trimmed to match its performance parameters to the ductwork of that individual aircraft and to insure that it develops the specified power. This trimming normally takes approximately one hour per engine. Much of this time, the engine is operated at full and afterburner power. Current jet engines running at maximum power generate noise levels which are a serious hazard to personnel in the near field. For example, the J-79 engine which is used in the F-4 aircraft produces 145-150 decibles of noise when operated in afterburner power. This level will permanently destroy all hearing in the unprotected ear and is bordering on the levels which will cause damage to the body's internal organs. Obviously moving further away from the engine will attenuate the noise somewhat; however, sound levels which can insidiously damage human hearing can exist up to ¼ mile from the source. Since this damage is painless, the victim does not realize he is being injured.

The Air Force has recognized this problem for some time and has implemented many measures to protect its personnel from noise. Personal protection devices and various types of sound suppression equipment have been provided at many locations and is programmed at others. These projects are phased with equipment procurement as part of an overall Anti-Sound Pollution Program and are vital for the protection of our personnel and the elimination of sound intrusion on the surrounding military and civilian communities.

INSTALLATION: Pease Air Force Base, New Hampshire
LINE ITEM: Composite Medical Facility

BUDGET REQUEST	$ 8,128,000
HOUSE ACTION	$ 0
AMOUNT REQUESTED BY THIS ACTION	$ 8,128,000

JUSTIFICATION

The existing Pease Air Force Base dispensary provides limited outpatient care to the military community at this base. Inpatient and speciality medical services are provided by the Portsmouth Naval Hospital composed of five buildings, of which four were constructed between 1913 and 1917.

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Air Force military personnel and their dependents constitute 65 percent of the patient load at the Naval Hospital. The Secretary of Defense has determined that the Air Force will assume the mission of providing hospital care in the Pease and Portsmouth area. This decision was based upon the functional obsolescence of the Portsmouth Naval Hospital and the predominance of Air Force active duty strength in the Pease and Portsmouth area. Upon completion of this project, one building will be demolished and one will be used to satisfy other base deficiencies.

It is essential that a composite medical facility be provided of sufficient size and efficient functional configuration to meet the total medical needs of the military community served. It will permit optimum use of medical personnel and resources in providing medical operational support and general health care.

DEPARTMENT OF THE AIR FORCE

CONGRESSIONAL ADD-ON

INSTALLATION: Malmstrom Air Force Base, Montana
LINE ITEM: WAF Dormitory

BUDGET REQUEST.....$	0
HOUSE ACTION.....	0
AMOUNT REQUESTED BY THIS ACTION.....$	522,000

JUSTIFICATION

This project provides for construction of living quarters for single women airmen. Adequate facilities are required to properly accommodate single women airmen residing on base. These facilities must provide sufficient space, environmental comfort and the degree of privacy necessary for proper rest, relaxation and individual well-being.

Currently there are 28 WAFs assigned. Seventy-five more WAFs are scheduled to arrive in October 1971 and an additional seventy-five will arrive in the spring of 1972. Most of these WAFs will be unmarried. At present, there is not enough adequate dormitory space to house all assigned bachelor women airmen. Total airmen housing requirements still exceed available assets. This situation has necessitated that some assigned women find off-base housing. These women often find it difficult to obtain satisfactory quarters without paying high rent; further, they lose the on-base convenience of ready access to dining halls and recreational facilities.

INSTALLATION: Goodfellow Air Force Base, Texas
LINE ITEM: Cryptologic Operations Training Facility

BUDGET REQUEST	$ 0
HOUSE ACTION	0
AMOUNT REQUESTED BY THIS ACTION	$ 2,200,000

JUSTIFICATION

This project provides for construction of a new academic classroom facility for cryptologic training. The Air Force Security Service, as training executive for the National Security Agency, provides cryptologic training at Goodfellow Air Force Base, for the Army, Navy, and Air Force intelligence officers and enlisted personnel. These personnel require extensive training in basic intelligence skills, as well as in operations and maintenance of complex electronic equipment. An adequate classroom facility is required to support this specialized training. Academic training and communications functions are currently housed in 22 World War II substandard wood frame deteriorated structures at various locations throughout the base. These facilities were constructed as dayrooms, orderly rooms, offices, etc., and were minimally altered for their present use. The scattered inadequate facilities restricts the proficient accomplishment of this training. The 22 substandard buildings will be disposed of upon completion of this project.

Additional Items Requested

INSTALLATION: Lackland Air Force Base, Texas
LINE ITEM: Academic Language Training Facility

BUDGET REQUEST	$ 1,064,000
HOUSE ACTION	Not Considered
AMOUNT REQUESTED BY THIS ACTION	$ 1,064,000

JUSTIFICATION

This project provides for the construction of a new academic facility for language instruction of the Defense Language Institute (DLI). It will replace a building destroyed by fire on 31 January 1971.

The Defense Language Institute is the executive agency for Department of Defense sponsored language training for U.S. and foreign students. These students, from all the military services, require extensive instruction in basic language comprehension and specialized intensive oral and written communications, language characteristics, pronunciation, spelling and vocabulary. An academic facility, functionally arranged and properly designed is required to support this specialized mission. Academic functions which were accommodated in the destroyed structure have been temporarily relocated into five (5) dormitories presently used as an interim facility by the DLI will again be used to house airmen upon completion of this project.

INSTALLATION: Sheppard Air Force Base, Texas
LINE ITEM: Theater

BUDGET REQUEST..... $ 739,000

HOUSE ACTION.....Not Considered

AMOUNT REQUESTED BY THIS ACTION..... $ 739,000

JUSTIFICATION

The project provides for construction of a new 1,000 seat base theater to replace a theater whose roof collapsed on 25 July 1970 resulting in irrepairable damage to the remainder of the building. The building had to be removed as a result. The collapse of the roof was due to progressive deterioration caused by severe windstorms over the years.

A facility of adequate size and configuration is required for theater patrons to view movies and for Commanders to assemble their personnel for group instruction and other related activities. The base has two other theaters which are adequate and were operating at maximum capacity prior to the collapse of this theater and cannot accept any additional patronage. Without this theater, many activities have been curtailed or eliminated. Lack of this important recreational and educational facility will not allow the base to meet necessary requirements for lectures, briefings, special instructional films and moral leadership classes and will reduce recreational movies available for airmen on base by 40 per cent.

INSTALLATION: Westover Air Force Base, Massachusetts
LINE ITEM: NCO Open Mess

BUDGET REQUEST.....$ 945,000

HOUSE ACTION..... Not Considered

AMOUNT REQUESTED BY THIS ACTION.....$ 945,000

JUSTIFICATION

The project provides a new non-commissioned officers open mess to replace a building destroyed by fire on 9 July 1970.

An open mess is required to provide an essential feeding facility for NCOs. It provides space to conduct official and semi-official social functions, and accommodates the activities that fulfills social and recreational needs of NCOs and their dependents. As a temporary measure, an existing dining hall was converted for interim use until a new NCO open mess is programmed and constructed. This dining hall cannot be used as a permanent facility because of its limited size, which provides less than 65 percent of the space needed to adequately serve members and guests, and configuration which does not provide a means to economically increase the size of this structure. Usable space is further restricted in that kitchen facilities occupy much of the floor space. The building is located in the middle of a group of airmen dormitories, which is not a proper siting for an NCO open mess. Adequate parking cannot be provided, and it is not easily accessible to NCOs. The existing dining hall is structurally sound, and will be retained to satisfy other base needs upon completion of this project.

INSTALLATION: Osan Air Base, Korea
LINE ITEM: Headquarters Facility

BUDGET REQUEST.....$ 2,300,000

HOUSE ACTION..... Not Considered

AMOUNT REQUESTED BY THIS ACTION.....$ 2,300,000

JUSTIFICATION

The project provides for construction of a new wing headquarters facility to replace a wing headquarters facility completely destroyed by fire on 11 June 1971.

A centrally located wing headquarters facility is required for effective administration and management of all interrelated command, staff, and administrative support functions. A facility adequate in size and properly configured with environmental control is required to provide this support. Functions which were housed in the destroyed building have been temporarily relocated into other overcrowded buildings and flight operational facilities. These operational facilities are scheduled to revert back to their intended use in December 1971 when full operational activities resume. Unless a replacement facility is provided, headquarters activities will be forced to use vital warehouse space, thus continuing unsatisfactory utilization and overcrowded situation in existing buildings. Efficient functional design will allow displaced activities to be accommodated in less total space. The previous headquarters building was a substandard conglomerate facility requiring excessive space for corridors and hallways resulting in overcrowding due to poor functional arrangement. The destruction of the facility created an even more deplorable situation affecting the accomplishment of the mission and the morale of all concerned.

INSTALLATION: Various Locations Inside United States
LINE ITEM: SAC Satellite Basing Facilities

BUDGET REQUEST.....$ 5,300,000

HOUSE ACTION..... Not Considered

AMOUNT REQUESTED BY THIS ACTION.....$ 5,300,000

JUSTIFICATION

This project provides for construction of combat operations centers, alert facilities, pavements, utilities, and acquisition of real estate. Construction of facilities are required to support satellite basing of Strategic Air Command's aircraft.

To improve the survivability of the strategic aircraft fleet the Air Force has implemented a program to maintain a portion of the bomber and tanker force away from their home bases to other active interior military airfields. This "satellite basing" provides for dispersing the alert aircraft to an increased number of bases thereby reducing the time required to launch the strategic alert force. Austere facilities are required to support aircraft and personnel at the satellite bases. Availability of facilities varies from base to base. Pavement areas are generally available in whole or part; however, facilities for operational control, alert crew support, and necessary security are lacking or inadequate at all locations. This project will complete Phase I of the satellite basing program.

STATEMENT OF BRIG. GEN. DONALD J. CAMPBELL, DEPUTY TO THE CHIEF OF AIR FORCE RESERVE

ACCOMPANIED BY:

COL. ZANE G. BREWER, CHIEF, PROGRAMS BRANCH, PLANS AND PROGRAMS DIVISION, OFFICE OF AIR FORCE RESERVE

COL. ORLANDO P. LORETTI, CHIEF, COMPTROLLER DIVISION, OFFICE OF AIR FORCE RESERVE

JOHN H. LEE, CHIEF, MILITARY CONSTRUCTION APPROPRIATION, DIRECTORATE OF BUDGET

CAPT. HERMAN L. STRICKLEN, STAFF CIVIL ENGINEER, PROGRAMS BRANCH, PLANS AND PROGRAMS DIVISION, OFFICE OF AIR FORCE RESERVE

PROGRAM OUTLINE

Senator MANSFIELD. Our two other witnesses will be briefed. One is the Air Force Reserve and the other is the Department of Defense.

General Campbell, you have a prepared statement, and you may proceed.

General CAMPBELL. Mr. Chairman and members of the committee, I appreciate this opportunity to meet with your committee to present the Air Force Reserve fiscal year 1972 military construction program. My remarks today will be limited to those items which were not discussed in your joint hearings with the Senate Armed Services Committee.

ADVANCE PLANNING AND DESIGN

We are requesting $350,000 for advance planning and design. These funds are required to provide advance project planning, site surveys, evaluation of technical adequacy, and final specifications. These funds are essential to the provision of adequate facilities at minimum cost.

MINOR CONSTRUCTION

Our request for minor construction funds totals $100,000. These funds are required for unforeseen projects arising in which the urgency is such that they cannot wait for inclusion in the next military construction program. The funds to accomplish this work must be appropriated annually for application against the authority contained in 10 U.S.C. 2233. Each project in this category costing up to $50,000 maximum must be approved by the Office of the Secretary of Defense. This program has proven invaluable in the past several months during which we have had several short notice mission conversions in the Air Force Reserve.

PRIOR YEARS AUTHORIZATION

Over the years, the appropriations for Air Force Reserve major construction have totaled $881,000 less than authorizations. We are requesting that this difference be added to our fiscal year 1972 appropriation. If the elimination of this deficit is approved, we propose to

accomplish two projects at Eglin Air Force Base Auxiliary Field No. 3, Fla. These projects include an aircraft maintenance dock for $655,000 and airfield navigational lighting for $226,000.

In April of this year it was announced that an Air Force Reserve Tactical Airlift unit would be activated at Auxiliary Field No. 3, Eglin Air Force Base, Fla. The unit was activated in July and will start receiving the C–130 Hercules turboprop aircraft this quarter. Active recruitment has been under way since July and we anticipate reaching a manning level of 80 percent by December 31, this year. The two facilities requested are essential to maintenance of the aircraft and providing adequate airfield lighting to enable night flying training. We have provided additional justification for these projects.

Mr. Chairman, this concludes my statement. I will be happy to answer any questions which you may have.

Senator PROXMIRE. General Campbell, how much are you requesting altogether?

General CAMPBELL. For Eglin——

Senator PROXMIRE. No, altogether.

General CAMPBELL. Altogether, we have about $5.7 million, sir, in our program. This does not include the $881,000 outlined in my prepared statement.

Senator PROXMIRE. $5.7 million?

General CAMPBELL. Yes, sir.

Senator PROXMIRE. How does that compare with last year?

General CAMPBELL. Let's see. Last year we had $4 million. It is rather close.

Senator PROXMIRE. Was there a reduction in the authorization requested, higher authorization, that reduced your initial request or is this about the same?

General CAMPBELL. It is approximately the same, sir.

Senator PROXMIRE. Has the House acted on this?

General CAMPBELL. The House has acted on this.

Senator PROXMIRE. Did they make a reduction or did they approve it as you requested?

General Campbell. No, it has been approved as requested.

Senator PROXMIRE. Senator Young.

Senator YOUNG. No questions.

Senator PROXMIRE. Thank you very much.

DEFENSE AGENCIES

Military Construction Program

STATEMENT OF ALLEN D. SOUTH, DIRECTOR, DIRECTORATE FOR CONSTRUCTION, OFFICE OF ASSISTANT SECRETARY OF DEFENSE (COMPTROLLER)

ACCOMPANIED BY ABRAHAM G. SILVERMAN, DIRECTORATE FOR CONSTRUCTION, OFFICE OF ASSISTANT SECRETARY OF DEFENSE (COMPTROLLER)

BUDGET REQUEST

Senator Proxmire. Finally we have a statement from Mr. Allen South, Director for Construction, Office of Assistant Secretary of Defense (Comptroller).

Mr. South, good to see you. You are accompanied by Mr. Silverman.

This is a great committee, all the witnesses have nice concise statements. Very fine job.

Go right ahead, sir.

Mr. South. Mr. Chairman and members of the subcommittee, I appreciate the opportunity to meet with the subcommittee in support of the fiscal year 1972 "Military Construction, Defense Agencies" budget request.

The budget for this appropriation amounted to $25,400,000 in new obligational authority (NOA), with $2,800,000 from prior year funds available to support a program of $28,200,000 (total obligational authority—TOA). We understand that the House, from an appropriation standpoint, is planning to approve $14,801,000 in NOA, a decrease of $10,599,000 from fiscal year 1972 request and a decrease of $31,499,000 from the appropriation approved for fiscal year 1971.

A breakout of the program showing the budget request, authorization action, out understanding of the planned House action, and what we are requesting the Senate to consider is provided on table 1.

Funds requested of the Senate provide for essential facilities of the activities listed. A wide range of projects is encompassed in the program requested.

PLANNING

In the past 5 years in planning, we had an average appropriation per year of $1,150,000, and an average utilization per year of $762,000, thus making available prior year funds to finance the fiscal year 1972 program of $1 million for planning.

MINOR CONSTRUCTION

In minor construction for the past 5 years, we had $1 million appropriated each year. The average use over that same period has been approximately $800,000 per year, thus making available prior year funds to finance the fiscal year 1972 program of $800,000 for minor construction.

ACCESS ROADS

The $200,000 requested for access roads is required to provide a turning lane with tapers on Christman Road on the west side of the Defense Depot, Tracy, Calif., as recommended in a study by the Bureau of Public Roads.

EMERGENCY CONSTRUCTION

It is understood that the House is planning to approve $5 million for DOD emergency construction, against a DOD request of $15 million, of which $5 million was deleted by authorization action. We are requesting the Senate to restore $5 million deleted by the House, thus providing $10 million for DOD emergency construction. In view of the generally unsettled conditions throughout the world, this amount, together with approximately $30 million balance of unprogramed contingency funds, should be available to the Secretary of Defense to provide needed flexibility to undertake immediately urgent unforeseen military construction deemed vital to the security of the United States in support of our national interests.

This concludes my prepared statement, Mr. Chairman.

Mr. Silverman, of my staff, and I, will attempt to answer any questions that you or the members of the subcommittee may have.

Senator PROXMIRE. Insert table 1 at this point in the record.

Mr. SOUTH. Yes, sir.

(Table 1 follows:)

OFFICE OF THE SECRETARY OF DEFENSE
MILITARY CONSTRUCTION, DEFENSE AGENCIES
(In thousands of dollars)

Activity	DoD Request	Authorization Action	Contemplated House Action	Requested of Senate
Inside United States				
National Security Agency	2,638	2,638	2,638	2,638
Defense Nuclear Agency (Formerly Defense Atomic Support Agency)	662	662	662	662
Defense Supply Agency	7,900	7,301	7,301	7,301
Air Pollution Abatement	(1,317)	(1,317)	(1,317)	(1,317)
Total TOA, Inside United States	11,200	10,601	10,601	10,601
General Support Programs				
DoD Emergency Construction	15,000	10,000	5,000	10,000
Planning	1,000	1,000	1,000	1,000
Minor Construction	800	800	800	800
Access Roads	200	200	200	200
Total TOA, General Support Program	17,000	12,000	7,000	12,000
Grand Total Program (TOA)	28,200	22,601	17,601	22,601
Less unobligated balance available to finance FY 1972 Program	2,800	2,800	2,800	2,800
Appropriation Requested (NOA)	25,400	19,801	14,801	19,801

TABLE 1

EMERGENCY CONSTRUCTION

Senator PROXMIRE. See if I understand what you are requesting the funds for. We have had presentations by the Army and Navy, the Air Force—the Navy of course including the Marine Corps. You are requesting an additional—what does your construction entail that would not be covered by the services?

Mr. SOUTH. Primarily two things, Mr. Chairman: Construction undertaken for DOD emergency construction utilizing the contingency fund, and construction undertaken for the Defense agencies. National Security Agency has $2,638,000 in this appropriation, the Defense Nuclear Agency has $662,000, the Defense Supply Agency has $7.9 million, DOD emergency construction includes $15 million, planning $1 million, minor construction $800,000, and supporting activities $200,000 for a total program of $28,200,000 with $2,800,000 from prior year funds available to finance this program.

DEFENSE SUPPLY AGENCY DEPOTS

Senator PROXMIRE. Defense Supply Agency has over $7 million?

Mr. SOUTH. Yes, sir.

Senator PROXMIRE. This is in connection with what facilities?

Mr. SOUTH. Do you have a list of those, Mr. Silverman?

Mr. SILVERMAN. Yes, sir.

Senator PROXMIRE. Don't go into any detail.

Mr. SOUTH. Primarily, supply depots.

Senator PROXMIRE. Is this an unusually large request for them for 1 year?

Mr. SOUTH. No, sir; they have quite a large number of facilities.

Senator PROXMIRE. I see.

Give me the two or three major ones.

DEFENSE CONSTRUCTION SUPPLY CENTER, COLUMBUS, OHIO

Mr. SOUTH. Mr. Chairman, the largest item is for the Defense Construction Supply Center at Columbus, Ohio, which is $1,569,000. There are two projects, one is to heat two warehouses, $936,000, and the other is for warehouse lighting and power improvements, which is $633,000.

Senator PROXMIRE. What is the second largest?

DEFENSE DEPOT, OGDEN, UTAH

Mr. SOUTH. The second largest item is for the Defense Depot at Ogden, Utah, $1,452,000, with four projects involved there, all in the nature of improving warehouse conditions.

APPROPRIATION AND UTILIZATION OF FUNDS

Senator PROXMIRE. I notice that you say in the last paragraph on your first page that, "In the past 5 years in planning, we had an average appropriation per year of $1,150,000, and an average utilization per year of $762,000."

Mr. SOUTH. Yes, sir.

Senator PROXMIRE. Does that mean you only use about three-quarters or less than three-quarters, about two-thirds of what you request?

Mr. SOUTH. On the average, yes, sir.

Senator PROXMIRE. Does that not seem to be a very, very low utilization as compared to what the services show?

Mr. SOUTH. Yes, sir.

Again, one factor that contributed to that, we had asked for planning money for the Defense Intelligence Agency to provide a new operations and academic building which has never been appropriated. We had some problems with site selection at Arlington Hall. This tends to distort the overall numbers.

For a program this small, if you have one large project this distorts your average overall.

Senator PROXMIRE. That is a discrepancy of better than 25 percent.

Mr. SOUTH. Yes, sir; what we have tried to do to correct that is to reduce the 1972 planning program to $1 million, and then we are not asking for any additional appropriation in 1972.

Senator PROXMIRE. Then you have the same kind of request and you use only $800,000. Again, you were far short of utilization.

Mr. SOUTH. That is right. That is true. I might mention that one emergency minor construction project runs $300,000, and for minor construction we are only requesting $800,000. That little effort we have budgeted on that basis and again we are trying to correct that by not asking for any money in fiscal year 1972 to take care of our request.

EMERGENCY CONSTRUCTION: HOUSE ACTION

Senator PROXMIRE. Now the House made a very sharp reduction, you requested $15 million and they approved only a third of it, is that correct?

Mr. SOUTH. For emergency construction.

Senator PROXMIRE. For emergency construction.

Mr. SOUTH. That is correct, Mr. Chairman.

Senator PROXMIRE. You are asking under reclama for an additional $5 million. In other words, you are now asking for $10 million instead of $15 million.

Mr. SOUTH. That is correct.

Senator PROXMIRE. Did you want what the House approved doubled?

Mr. SOUTH. The House action was in two parts. In one action we lost $5 million through the authorization.

Senator PROXMIRE. That is gone.

Mr. SOUTH. Yes, sir, that is gone. We had $10 million authorized and we are asking that the full $10 million be appropriated. This emergency construction again is an area, Mr. Chairman, where it is very difficult to forecast, it is almost impossible really. We have screened very carefully any use of these funds but we feel it is important that we have flexibility.

Senator PROXMIRE. Will you be a little more specific? You are asking for a lot of money, a big increase over the House. The House must have had good reason for the action it took. You are asking us to increase their request by 100 percent.

Mr. SOUTH. Yes, sir.

Senator PROXMIRE. What is the one or two big items there that would be not funded if we go with the House?

Mr. SOUTH. Sir, this is the question I cannot answer because if there are projects that we are aware of, projects that have been programed for, they are included in the regular service programs.

Senator PROXMIRE. This is in the event——

Mr. SOUTH. This is in the event of some emergency.

Senator PROXMIRE. What has been your experience?

MONITORING OF FUNDS

Mr. SOUTH. Exclusive of Southeast Asia we have been averaging approximately $2.5 million a month. We have received some criticism in Congress as to where the funds are being used, and in the past year we have tried to monitor this very carefully and not use it for anything that can be reprogramed in the regular Service accounts.

Senator PROXMIRE. That would be $30 million a year.

Mr. SOUTH. Yes sir. It is for that reason we only ask for $15 million.

UNALLOCATED BALANCE: UNPROGRAMED

Senator PROXMIRE. You have a $30 million unallocated balance.

Mr. SOUTH. Yes, sir.

Senator PROXMIRE. How much of that is left? We are well into the fiscal year now.

Mr. SOUTH. The entire amount.

Senator PROXMIRE. The entire amount is still unprogramed?

Mr. SOUTH. Yes, sir.

Senator PROXMIRE. I don't see why you need any money at all.

Mr. SILVERMAN. It is unprogramed, but there are a number of requests that are being staffed and under consideration. As Mr. South mentioned, the use of the DOD emergency construction Secretary's contingency fund is really based on the last alternative. In other words, this precludes the use of any other authority except this authority where the conditions are such that it is vital to the security of the United States. There are a number of requests which are being considered by the services prior to submission to OSD and by the OSD staff, but they have not as yet been firmed up to the extent that we are in a position to say that these requirements are committed and are firmed up.

Senator PROXMIRE. Unless you make some kind of showing that you have very substantial requests that are likely to be firmed up, it would seem to me to be hard to go beyond the House to make some case. As I say, you are carrying over the full $30 million still unallocated so that it would be my disposition just as one member of the subcommittee, and not the chairman of course.

Senator Young.

CARRYOVER FUNDS AND APPROPRIATIONS

Senator YOUNG. Yes. Even if this committee decided to restore the $5 million cut by the House, I don't think we argue with the House Conferees based on the information you have given for such a possible increase.

Now, how much in carryover funds and appropriations did you have in previous years? You have the $30 million carryover at this time. If $40 million, how does that compare with the previous years?

You can supply it for the record because I think it is important that this committee decided——

Mr. SOUTH. I will provide it for the record.

Senator PROXMIRE. Yes, instead, unless you can give us something right now.

Mr. SILVERMAN. I can give you one figure. The carryover at the end of June 1971 was actually $45 million, so we have either used or committed $15 million since the beginning of this fiscal year 1972.

Senator YOUNG. I make the comparison by the amount appropriated, and then carried over.

(The information follows:)

STATUS OF CONTINGENCY FUNDS, "MILITARY CONSTRUCTION, DEFENSE AGENCIES"

The Secretary of Defense Contingency Fund, "Military Construction, Defense Agencies" was first established in the FY 1966 Authorization Act (Sec. 403, P.L. 89–188) and FY 1966 Military Construction Appropriation Act (P.L. 89–202).

The purpose of the Contingency Fund is to provide the Secretary of Defense with authority to proceed with any construction he considers vital to the security of the U.S. when the expeditious accomplishment of such emergency construction is needed to support unforeseen operational requirements in crises such as the Korean defense, Cuban threat, Berlin build-up, and Southeast Asia, which required varying levels of unanticipated and unprogrammed construction effort.

Requests for use of contingency funds are evaluated by the Office of the Secretary of Defense with respect to validity of the requirement, availability of other military construction funds for reprogramming, and determination that requested facilities are vital to the security of the United States. The final decision to use contingency funds is made by the Secretary of Defense, or his deputy.

Upon reaching a final decision to use contingency funds the Committees on Armed Services of the Senate and the House of Representatives are notified immediately of the construction to be undertaken. Similar notification is provided the Committees on Appropriations, U.S. Senate and the House of Representatives.

[In thousands of dollars]

Public Law	Appropriated	Transferred to military departments		Unallocated balances end of fiscal year
		SEA	Non-SEA	
Fiscal year 1966:				
89–202	50,000	50,000		
89–374 (supplemental)	200,000			200,000
Fiscal year 1967: 89–374 (supplemental)		178,799	21,201	
Fiscal year 1968: 90–180	100,000	77,600		22,400
Fiscal year 1969:				
90–180		5,226	17,174	
90–513	70,000		41,637	28,363
Fiscal year 1970:				
90–513			15,126	13,237
91–170	17,500			17,500
Total				30,737
Fiscal year 1971:				
90–513			13,237	
91–170			7,502	9,998
91–511	35,000			35,000
Total				[1] 44,998

[1] Unprogramed Oct. 19, 1971, $30,245.

CONTINGENCY FUND BEGINNING IN 1966

Mr. SILVERMAN. In other words, I might say, Senator, the authority and the use of the contingency fund started in fiscal year 1966. Did you want for the record a breakout of the amount of funds that were made available by fiscal year?

Senator PROXMIRE. Yes; I think that is what Senator Young had in mind.

Senator YOUNG. Yes.

Mr. SILVERMAN. And the funds utilized each year?

Senator PROXMIRE. Yes; prior to 1966 you didn't have this arrangement?

Mr. SILVERMAN. No, sir; this started in fiscal year 1966.

Senator PROXMIRE. How were these needs met before then?

Mr. SILVERMAN. Actually, it started as a result of the Vietnam operation. I cannot remember now for the record the amount of funds made available.

Senator PROXMIRE. There again we all hope and pray that is cooling off, or less active, as time goes on.

NON-SOUTHEAST ASIA REQUIREMENTS

Mr. SILVERMAN. The $30 million figure that Mr. South has mentioned in his testimony is for requirements other than Southeast Asia, in other words, non-Southeast Asia requirements.

Senator PROXMIRE. But prior to 1966 you didn't have this at all?

Mr. SILVERMAN. No, sir.

Senator PROXMIRE. And it was related initially to Vietnam?

1965 SUPPLEMENTAL APPROPRIATION

Mr. SILVERMAN. Well, it was related primarily to Vietnam. The big appropriation which was made available in fiscal year 1966 supplemental, $200 million, was primarily for Southeast Asia but the authority though was broad. In other words, it included any requirement worldwide, including of course the Southeast Asia operation.

TRANSFER OF FUNDS FROM RESEARCH AND DEVELOPMENT

Senator PROXMIRE. I understand you did have authority to transfer funds from research and development.

Mr. SILVERMAN. Yes; there is authority and that authority is still in existence. This authority applies to advanced research, though. This does authorize the Secretary of Defense through transfer authority to transfer funds from defense agencies, research, development, test, and evaluation to military construction for advanced research.

Senator PROXMIRE. But only for advanced research.

Mr. SILVERMAN. Yes, sir.

Senator PROXMIRE. Only for that part.

Mr. SILVERMAN. Yes, sir.

Senator PROXMIRE. How much does that amount to?

Mr. SILVERMAN. Well, the authority is $20 million, and it is still in effect. The authority, incidentally, started in fiscal year 1964 and was renewed in fiscal year 1966.

Senator PROXMIRE. Thank you, gentlemen.

Mr. SOUTH. Thank you, Mr. Chairman.

CONCLUSION OF HEARING

Senator PROXMIRE. On behalf of Senator Mansfield, the chairman of the subcommittee, the record will remain open for 5 additional days for correction and revision.

This session concludes the hearings.

The subcommittee will stand in recess.

(Whereupon, at 11:31 a.m. Tuesday, October 19, the hearing was concluded and the subcommittee was recessed, to reconvene at the call of the chair.)

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