



City of La Quinta

TO: The Honorable Mayor and Members of the City Council

FROM: Frank J. Spevacek, City Manager

DATE: May 6, 2014

SUBJECT: REQUEST FROM THE OFFICE OF MILITARY AND DEFENSE SERVICES FOR THE COUNTY OF RIVERSIDE

The Office of Military and Defense Services (MDS) was established this March by the Riverside County Supervisors to identify strategies for preserving the County's two remaining military installations and increasing federal contracting opportunities for businesses. MDS is requesting that the City take a formal position via resolution in support of local and regional military installations (Attachment 1).

The MDS believes that the City's support of these six positions, along with the support of the other 27 cities in Riverside County, will make a lasting impression upon Senate and Congressional representatives, the armed service, and the administration as well as be greatly appreciated by the military and civilian personnel assigned to the regional bases located in the County.

Attachment: 1. MDS correspondence



Office of Military & Defense Services
County of Riverside, California

RECEIVED

APR 25 2014

CITY OF LA QUINTA
CITY MANAGER'S OFFICE

April 22, 2014

The Honorable Don Adolph
City of La Quinta
78-495 Calle Tampico
La Quinta, CA 92253

Dear Mayor Adolph,

I am writing to respectfully request for your city to take a formal position in support of our local and regional military installations in the County of Riverside and of the six attached position papers. Our Office of Military & Defense Services was recently activated by the Board of Supervisors to support our military personnel, installations, and modernization and to oppose Base Realignment and Closure of the Naval Surface Warfare Center, Corona Division and March Air Reserve Base.

Your city and its council's support of these six positions, along with the support of the other twenty-seven cities in Riverside County, will make a lasting impression on our two United States Senators, our four Congressional delegates, the armed service, and the administration. Additionally, our military and civilian personnel assigned to our regional bases are always grateful to receive such support.

Thank you for your thoughtful consideration of this request. If you need additional information or wish to discuss this information, I am available through email at tomfreeman@rivcoeda.org or by telephone at 951.955.9672.

Very Respectfully,

Thomas L. Freeman, Commissioner
Office of Military & Defense Services

Attachments: 6

1. Naval Surface Warfare Center
2. Air & Marines Operations Center
3. Joint Forces Deployment Center
4. Deployment of Boeing KC-46A Tanker
5. Support Naval Surface Warfare Center
6. Funding for Air National Guard F-15 Radar Upgrades

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Office of Military & Defense Services County of Riverside, California

SUSTAIN TECHNICAL CAPABILITY AND LOWER OPERATING COSTS AT NAVAL SURFACE WARFARE CENTER, CORONA DIVISION

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ISSUE: Naval Surface Warfare Center, Corona Division should be exempt from any Department of Defense reductions in civilian personnel because it operates under the Navy Working Capital Fund business model, generating operating revenue by charging Navy, Marine Corps, and other military customers for needed science and engineering products and services. As such, it receives no appropriated funds and its manning levels are determined by customer demand for its services.

ACTION: The County urges Congress, administration officials, the Department of the Navy, and the Department of Defense to oppose any reduction in manning levels at NSWC Corona, other than called for by the cost-efficient Navy Working Capital Fund model.

BACKGROUND: NSWC Corona has been a leader in the Navy's research, development, test and evaluation process and has provided independent assessment for 50 years. The Secretary of the Navy established its unique mission in 1964 to provide objective, unbiased ground-truth during the development of the Navy's first guided missile systems. Today, the center serves as the Navy's only independent assessment agent and is responsible for gauging the warfighting capability of Navy ships and aircraft, supporting some 400 military projects.

Technical Capability:

- Even in a down-budget environment, defense technical capability must be maintained to strengthen our national security.
- As threats have increased to unprecedented levels, never before has the nation needed greater defense capability than now to keep pace with the speed and proliferation of technological advancement around the globe.
- Defense capability should not be outsourced to industry, which is under no obligation to manage its stewardship.
- It is imperative that the next generation of scientists and engineers be hired, trained, and developed before the large number of retirement-eligible civilians leave and the brain trust is lost.
- NSWC Corona's unique technical capability cannot be built overnight and the coming brain drain makes this an urgent need.

Lower Operating Costs:

- In the Working Capital Fund business model, commands generate overhead operating funds with military and civil servants working on military projects. Commands use these funds to maintain physical capital (infrastructure, laboratory facilities) and its intellectual capital (the workforce). Under this business model, overhead-operating capital is not generated when contractors perform the same exact work – only the exact expense may be charged to the customer.
- As in the private sector, commands largely have fixed operational costs for their infrastructure and the more they can spread those expenses across a larger government workforce, the lower their labor rate. So more military and Navy civilians working on direct military programs generate more overhead funds to support fixed operational costs, which lower the command's labor rate and reduce costs to programs and the taxpayer.
- NSWC Corona entered the sequestration era with a government-contractor imbalance and was over-reliant on support contractors to execute its mission. To improve technical health, NSWC Corona is expanding its technical workforce through targeted and judicious hiring.



Office of Military & Defense Services County of Riverside, California

AIR AND MARINE OPERATIONS CENTER PHASE B

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ISSUE: The Air and Marine Operations Center (AMOC,) a law enforcement multiple agency awareness center in Riverside, CA, that supports the Department of Homeland Security (DHS), needs modernization.

ACTION: The County urges federal leaders to support the implementation of AMOC Phase B to expand the center's capabilities and provide more effective intelligence and awareness to national security partners.

BACKGROUND: AMOC Phase B is an incremental, multi-phase program to modernize AMOC and enhance its capability to provide cross-domain awareness through the merging of air, ground, and maritime domain awareness as well as intelligence to maintain a continuum of border, airspace, land, and maritime safety and security. When fully implemented, the AMOC Phase B Program will provide:

- Expanded physical space to accommodate additional Office of Air and Marine and interagency personnel for critical, national-level mission-planning and coordination activities
- Additional connections with surveillance and sensor systems operated by DHS, other government agencies, state, local, tribal and international partners
- Improved connections with law enforcement databases and intelligence information and networks
- Improved dissemination of radar, video, and other data
- Enhancements to Air and Marine Operations Surveillance System to incorporate the new capabilities
- Backup systems and continuity of operations capability

Currently, several alternatives to implement AMOC's modernization are being analyzed. Once an alternative is selected for implementation, a cost estimate to implement Phase B will be projected.

Since its establishment in 1988, the role of the AMOC has expanded to meet additional national security requirements and support the priority mission of DHS. Agencies integrating the AMOC's capabilities into their operations include Immigration and Customs Enforcement, the Federal Emergency Management Agency, the U.S. Coast Guard, the U.S. Secret Service, and organizations external to DHS including the Federal Bureau of Investigations, the Bureau of Alcohol, Tobacco and Firearms, the U.S. Marshals Service, Federal Aviation Administration (FAA), the Department of Defense (DoD), and state, local, tribal and international law enforcement organizations. Over twenty-five of these organizations and agencies provide a continual link to AMOC via either virtual or on-site representation.

The AMOC provides a key element of the nation's air domain awareness. DHS shares air domain awareness responsibility with the DoD, FAA, DHS law enforcement databases, national intelligence, and other sources. Such domain awareness enables DHS to work with its components, state and local personnel, international partners, and DoD for interdiction of suspicious targets.

The AMOC employs the Air and Marine Operations Surveillance System (AMOSS) and extensive intelligence, detection, monitoring, and coordination capabilities to make threat determinations in the performance of critical counter-terrorism and counter-narcotics missions. Though it was constructed initially to track general aviation aircraft, the AMOC's capabilities are now growing in the maritime and land environments. The AMOC collects data on aircraft and maritime vessels, investigates intentions for these craft, and when warranted, coordinates interdiction of them.



Office of Military & Defense Services County of Riverside, California

JOINT FORCES DEPLOYMENT CENTER NEEDED AT MARCH AIR RESERVE BASE

ISSUE: March Air Reserve Base needs a modern deployment terminal facility to meet the growing cargo and personnel demand being transported to and from the base.

ACTION: The County urges federal leaders to support the construction of a Joint Forces Deployment Center at March Air Reserve Base to meet the expanding troop, passenger, and cargo deployment needs of current military operations.

BACKGROUND: The current deployment terminal facility at March Air Reserve Base will continue to be unsuitable for the number of military personnel being processed for deployments. Frequently deploying troops from the 1st Marine Expeditionary Force, 452nd Air Mobility Wing, Army Reserves, and Federal and State entities for national interests are corralled outdoors for extended periods of time and inefficient conditions result in degraded capabilities and lengthy processing times.

Furthermore, lack of adequate co-located cargo processing will continue to impede deployment. The base will continue to be at risk of environmental and safety issues regarding personnel, cargo, and airframes. Frequently deploying troops from the 1st Marine Expeditionary Force, 452nd Air Mobility Wing, Army Reserves, and Federal and State entities for national interests are processing cargo outdoors for extended periods of time and inefficient conditions result in degraded capabilities and lengthy processing times.

The existing passenger terminal Building 265 was constructed in 1942 and has exceeded its life cycle. The facility has degraded infrastructure and utilities being used to support personnel. The communications systems also need to be updated to support the volume of personnel.

The second facility being used for this process is Hangar 385. This is a historical facility built in 1929 and is adjacent to the passenger terminal. This facility is used for the overflow of military personnel until embarkation. Building 385 is capable of only providing minimal accommodations and has significant deficiencies (plumbing, electrical, HVAC) prevent this facility from meeting mission requirements. Current facility provides no separate space for counseling, interviews, legal reviews, chaplain services, or food/comfort services.

Cargo processing is also being done at multiple locations. Vehicles are washed, drained of oil and fuels, and then transported to the mass parking ramp weigh scale. This is highly inefficient and dangerous for personnel. There are no pits or catwalks, and is a risk to the installation for hazardous material spills while processing vehicles. Cargo loading can/is impeded by weather exposure and insect infestation delaying aircraft loading and schedules.

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Office of Military & Defense Services County of Riverside, California

DEPLOYMENT OF THE BOEING KC-46A TANKER TO MARCH AIR RESERVE BASE

ISSUE: The March Air Reserve Base (MARB) has not yet been assigned the Boeing KC-46A tanker, a wide-body, versatile aircraft that will revolutionize the capability of air mobility missions in the United States armed forces.

ACTION: The County urges federal elected leaders and public officials to support assignment of the Boeing KC-46A tanker to relevant units at MARB because it has the personnel capabilities, infrastructure and community support necessary.

BACKGROUND: The Boeing KC-46A can refuel all US, allied and coalition military aircraft compatible with international aerial refueling procedures, any time, on any mission, and can carry more passengers, cargo and patients whenever and wherever needed. The ability to detect, avoid, defeat and survive threats using robust defensive systems and cockpit armor protection will allow the KC-46A to operate safely in medium-threat environments. With unmatched operation flexibility, the KC-46A is a mobility game changer. It was developed by Boeing from its 767 jet airliner. In February 2011, the tanker was selected by the United States Air Force to replace older KC-135 Stratotankers. Boeing is under contract to deliver 18 initial operational KC-46A tankers by 2017. The Air Force is seeking a total of 179 new tankers to replace 179 KC-135s.

Air Reserve bases were not considered for the initial round of assignments of the KC-46A, which focused on active duty and Air National Guard assignments. However, they will be considered for two of the future main operating bases, although the timeframe for that decision is as yet unclear.

The priority assignment of the KC-46A tanker to active duty and Air National Guard installations seems practical in that the vast majority of KC-135 aircraft and bases are held by those units. However, March is a joint base sustaining all three components: active duty, Air National Guard, and Air Reserve. Current active duty and Air Reserve units at March operate KC-135 Stratotanker and C-17 Globemaster missions. While the 163rd Air Reconnaissance Wing of the Air National Guard currently has an unmanned predator mission; the unit previously had a KC-135 mission. These three branches together provide the air refueling capabilities needed to meet Air Force criteria. In addition, March, as a former Strategic Air Command base, boasts adequate infrastructure to host the new KC-46A tankers.

March also enjoys community support not only for its mission but also for local troops and their families. To protect the mission at March, the governing bodies of the County of Riverside, the cities of Riverside, Moreno Valley, and Perris as well as the March Joint Powers Authority collectively sought and obtained a grant from the United States Department of Defense, Office of Economic Adjustment to prepare the MARB/JPA Joint Land Use Study.

The resulting airport compatibility plan incorporates the guidelines contained in the existing March Air Installation Compatibility Use Zone Study and expands upon them by: 1) providing more definitive standards for new development; 2) implementing a significantly larger buffer area to transition from un-impacted outlying areas to the airport's Accident Potential Zones; and 3) requiring airport disclosure in property transactions for vast areas within the airport influence area.

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Office of Military & Defense Services County of Riverside, California

SUPPORT THE MISSION OF NAVAL SURFACE WARFARE CENTER, CORONA DIVISION

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ISSUE: Naval Surface Warfare Center, Corona Division (NSWC Corona) needs to remain at its location at Naval Weapons Station Seal Beach Detachment Norco to fulfill its important mission as the Navy's independent assessment agent, the Navy and Marine Corps range systems engineering agent, and the Navy and Marine Corps measurement science and calibration agent.

ACTION: The County urges Congress, administration officials, the Department of the Navy, and the Department of Defense to oppose any action to close, move, or realign NSWC Corona during any BRAC and budget negotiations.

BACKGROUND: NSWC Corona receives no appropriated funds and provides its own operating funds under the Navy Working Capital Fund business model by charging Navy, Marine Corps, and other military customers for its science and engineering products and services. The warfare center has the manning capabilities, infrastructure and community support necessary to execute its mission from its Norco, California headquarters.

It has been a leader in the Navy's research, development, test and evaluation process and has provided independent assessment for 50 years. The Secretary of the Navy established its unique mission in 1964 to provide unbiased information during the development of the Navy's first guided missile systems. Today, the center serves as the Navy's only independent assessment agent and is responsible for gauging the warfighting capability of Navy ships and aircraft, supporting some 400 military projects.

It also provides critical warfighter support as the range systems engineering agent for the Navy and Marine Corps, helping sustain surface fleet and aircrew training and pre-deployment certification around the world. Its systems are designed, engineered and tested in Norco and are located at nearly 100 Navy, Marine Corps, Air Force and Air National Guard and allied nation ranges around the world.

The warfare center also serves as the measurement and calibration agent to ensure the measurement accuracy of today's precision combat and weapon systems. It's patented, award-winning automated calibration management system is projected to save the Navy \$65 million by 2017. It is the subject of the Navy's first cross-license patent licensing agreement that will transfer this innovative system to the commercial sector, offsetting initial Navy costs and allowing subsequent improvements to return to the Navy at no additional expense.

In the heart of Southern California's Inland Empire, NSWC Corona is strategically located near the Navy and Coast Guard fleet in San Diego, the Marines at Camp Pendleton and 29 Palms, the Air Force in Riverside, and the Army at Ft. Irwin, all within hours of its Norco location.

With nearly 75 percent of its Navy civilians working as scientists and engineers, the warfare center maintains its technical edge by working closely with area colleges and universities, which provide a critical pipeline for science and engineering graduates and help sustain its technical capability.

NSWC Corona also enjoys community support not only for its mission but also for the valuable economic, intellectual and social contribution it makes to Southern California. As a high-tech center for science and engineering, the base contributes more than \$300 million each year to the regional economy, with some 1,500 local civilians and contractors supporting nearly 200 Defense Department programs. The base hosts more than 7,000 visitors each year, and generates some 18,000 room nights.



Office of Military & Defense Services County of Riverside, California

FUNDING FOR AIR NATIONAL GUARD F-15 RADAR UPGRADES

ISSUE: The California Air National Guard's 144th Fighter Wing need the necessary radar upgrades in order to maintain its two missions at March Air Reserve Base and Fresno Airport.

ACTION: The County urges federal and military leaders to prioritize the request for 19 additional F-15 APG-63 (V)3 Active Electronically Scanned Array (AESA) radars for the California Air National Guard.

BACKGROUND: The cancellation of the F-22 has meant greater reliance by the United States Air Force on other strike fighters, including its F-15 fleet. Unfortunately, the Air Force has reduced the number of F-15 Primary Aircraft Allowance from 18 to 15 at each F-15 wing. This will mean it will be impossible for the California Air National Guard's 144th Fighter Wing to maintain both of its two 24/7 operational alert missions at March Air Reserve Base and Fresno Airport. These missions are critical to the national/homeland security of America's western flank.

To ensure the F-15's capabilities match today's standards, the Air Force is currently upgrading its radar system. As stated in the President's Budget, "The (V)3 AESA upgrade significantly improves Reliability, Maintainability & Supportability (RM&S), and substantially improves operational effectiveness and combat lethality of the existing APG-63 equipped aircraft." The budget includes funding for 24 radar upgrades, yet several dozen F-15s will still require upgrading. The request funds 19 radar upgrades for this year to ensure the F-15 fleet can be used for many years in the future. The remaining will be upgraded in subsequent years.

It is a vital national interest to maintain Air National Guard F-15C/D aircraft to the highest possible combat capability. Moreover, the APG-63 (V)3 AESA radar is drastically easier and cheaper to maintain, and is required to maintain a tactical advantage over current and projected adversaries. Funding for 19 additional (V)3 AESA radars will sustain the Air National Guard's autonomous execution of its Aerospace Control Alert mission and Designed Operational Tasking, in support of worldwide operations.

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