

Account: MilCon, Air National Guard.

Legal Name of Requesting Entity: Iowa Air National Guard.

Address of Requesting Entity: 7700 NW Beaver Drive, Johnston, Iowa 50131.

Description of Request: Authorizes appropriation of \$5.6 million for the construction of a new Vehicle Maintenance Facility and remodeling of the existing Communications Facility located at the 133rd Test Squadron in Fort Dodge, Iowa. Updating facilities at the 133rd Test Squadron is of the utmost importance and highest priority for the Iowa National Guard. This project is approved on the U.S. Air Force Future Year Defense Plan (FYDP), and has been assigned the number HEMT039066. The facility is significantly short of space due to the expansion of the unit's mission, manning and resources. Since it is the only unit designated to test future Command and Control (C2) projects for the U.S. Air Force, the performance of the 133rd Test Squadron is vital to Air Force missions. A detailed financial plan based on form DD 1391 required by the Department of Defense for military construction projects follows.

#### COST ESTIMATE

Item	U/M	Quantity	Unit cost	Cost (\$000)
VEHICLE MAINTENANCE/COMM TRAINING FACILITY .....	SF	32,369	.....	4,171
VEHICLE MAINTENANCE AREA .....	SF	7,000	210	(1,470)
AGE ADDITION TO COMM AREA .....	SF	2,600	186	(484)
UPGRADE COMMUNICATIONS AREA .....	SF	22,769	91	(2,072)
ANTI-TERRORISM/FORCE PROTECTION MEASURES .....	SF	32,369	2	(65)
LEED CERTIFICATION .....	LS	.....	.....	(80)
SUPPORTING FACILITIES .....	.....	.....	.....	864
PAVEMENTS .....	LS	.....	.....	(115)
UTILITIES .....	LS	.....	.....	(150)
SITE IMPROVEMENTS/PARKING .....	LS	.....	.....	(100)
COMMUNICATIONS SUPPORT .....	LS	.....	.....	(100)
PRE-WIRED WORK STATIONS .....	LS	.....	.....	(130)
TEMPORARY TRAILERS .....	LS	.....	.....	(220)
DEMOLITION/ASBESTOS REMOVAL .....	SF	3,270	15	(49)
SUBTOTAL .....	.....	.....	.....	5,035
CONTINGENCY (5%) .....	.....	.....	.....	252
TOTAL CONTRACT COST .....	.....	.....	.....	5,287
SUPERVISION, INSPECTION AND OVERHEAD (6%) .....	.....	.....	.....	317
TOTAL REQUEST .....	.....	.....	.....	5,604
TOTAL REQUEST (ROUNDED) ..	.....	.....	.....	5,600

10. Description of Proposed Construction: New Construction: Reinforced concrete foundation and floor slab with steel-framed masonry walls and sloped roof structure. Includes overhead crane/hoist, all utilities, pavements, fire protection, site improvements, and support. All interior wall, ceilings, interior finishes and pre-wired work stations. Alteration: Rearrange and extend interior walls and utilities. Provide anti-terrorism force protection measures. Demolish three buildings (304 SM) and landscape the site. Air Conditioning: 60 Tons.

11. REQUIREMENT: 32,369 SF ADEQUATE: 0 SF SUBSTANDARD: 22,769 SF.

PROJECT: Vehicle Maintenance and Communications Training Facility (Current Mission).

REQUIREMENT: The base requires an adequately sized, properly configured, and environmentally safe vehicle maintenance facility for operations and training. Vehicles to be re-

paired and maintained include cars, trucks, sweepers, and snowplows. Functional areas consist of maintenance bays, paint bay, office area, parts/tool storage, battery shop, vehicle dispatch, fuel dispensing facility and wash rack. An adequately sized and properly configured facility is required for the operations, maintenance, and training in support of a 132-personnel combat communications squadron responsible for tactical communications-electronics systems. Functional areas include the command section, communication systems (i.e. satellite, base, and network), communications center, combat support, secure storage, deployment control center, classrooms, physical fitness center, dining area, and medical training.

CURRENT SITUATION: The vehicle maintenance functions are accomplished in a facility that has reached the end of its useful life. Facility maintenance and repair of the mechanical and electrical systems are no longer cost effective due to the lack of replacement parts. The facility is significantly short of maintenance, office, and training space due to the expansion of the unit's manning and resources over the years. Maintenance and repair operations on larger vehicles must be done outside because they do not fit in the small bays. The facility has numerous safety, health, and environmental hazards. The communications and electronics facility portion of this project will re-configure and renovate existing spaces while adding to the complex to alleviate facility shortfalls. Mission accomplishment and Status of Readiness and Training System (SORTS) levels are degraded as there is no adequate space to properly store civil engineering equipment, generators, and equipment assets to be deployable within response time criteria given winter conditions. The 133rd is accomplishing part of the test mission requirements in a facility on the other side of the airport driveway. This requires them to take valuable time and manpower to get to the support functions such as medical and supply items. The area is 12 percent short of the required space needed to support the mission. Several Control and Reporting Center (CRC) testing events have been located in building 102, which has been identified to be demolished. This facility requires roof repairs and electrical and mechanical upgrades to meet code requirements. The space is not functionally set up to house a test squadron, which causes interruptions in training/testing requirements. They do not have the space to test, maintain, train and repair equipment that they are required to support. The office space is not properly configured. The Aerospace Ground Equipment (AGE) facility (building 101) is not functionally efficient as an AGE shop with its current layout. Equipment is stored outside due to lack of covered storage space. The administrative area is congested and not properly configured. The existing forced air heat system is inefficient and requires repair. The existing floor drains are not connected to an oil-water separator. The majority of the base infrastructure system is over 40 years old and has been upgraded only as part of new construction. Parts of the system that have not been upgraded are deteriorated due to age.

IMPACT IF NOT PROVIDED: Operations and training suffer from lack of up-to-date and adequate facilities. The overcrowded and anti-

quated facility seriously degrades the unit's capability to maintain a safe, operationally ready fleet, and severely limits the unit's ability to train. Continued safety and environmental problems with possible violations of federal and state environmental statutes. Quality of life is negatively impacted affecting morale, recruiting, and retention.

ADDITIONAL: This project meets the criteria/scope specified in Air National Guard Handbook 32-1084, "Facility Requirements" and is in compliance with the base master plan. These facilities are "inhabited" buildings and meet the standoff distance requirements. There is minimal threat and the level of protection is low so minimum construction standards have been applied. All known alternative options were considered during the development of this project. No other option could meet the mission requirements; therefore, no economic analysis was needed or performed. The following buildings will be demolished as a result of this project: 101 (214 SM), 104 (45 SM), and 105 (45 SM) for a total of 304 SM.

VEHICLE MAINTENANCE AREA—7,000 SF = 650 SM.

AGE ADDITION TO COMM AREA—2,600 SF = 242 SM.

UPGRADE COMMUNICATIONS AREA—22,769 SF = 2,115 SM.

DEMOLITION/ASBESTOS REMOVAL—3,270 SF = 304 SM.

HONORING CAROL A. WARREN'S SERVICE WITH THE CORPS OF ENGINEERS

### HON. BART GORDON

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 21, 2008

Mr. GORDON of Tennessee. Madam Speaker, today I rise to honor Carol A. Warren on the occasion of her retirement from the U.S. Army Corps of Engineers and for her many years of outstanding federal service.

Carol has been a tremendous help to me as a liaison with the Nashville District. Her knowledge of how local, state and federal government work together has proven to be a valuable asset to the Corps and its many projects. She has served with distinction and the highest degree of professionalism. Through her many contributions to the Corps of Engineers, she has consistently demonstrated the highest qualities of leadership and dedication.

In 1990, Carol started her work with the Corps as the Nashville District Commander's Secretary, supporting nine District Engineers, before eventually being promoted to Executive Liaison Officer.

While Carol is officially retiring, she will not leave the Corps entirely and has agreed to return part-time to train someone for her position. It has been a real pleasure working with Carol over the years. I congratulate her on a great career and wish her the best in her retirement. Thank you, Carol, for a job well done.