



NEW HAMPSHIRE NATIONAL GUARD

LEGISLATIVE PLAN FISCAL YEAR 2013





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NEW HAMPSHIRE NATIONAL GUARD LEGISLATIVE PRIORITIES FISCAL YEAR 2013



FROM THE ADJUTANT GENERAL
MAJOR GENERAL WILLIAM N. REDDEL, III

On behalf of our 2,800 citizen soldiers and airmen, I'd like to thank you for your continued and resolute advocacy of the New Hampshire National Guard, both here at home and in Washington.

Over the last decade, our Army and Air Guard have transformed into leaner, more relevant organizations better capable of responding to state emergencies and deploying anywhere in the world on short notice. We are stronger and wiser. Our families are better supported. We have a greater awareness of who we are and what we stand for, and the connection to our communities has grown deeper.

In the coming year, our military construction priorities are the Air Traffic Control Squadron Operations Building at Pease Air National Guard Base, the Secure Compartmentalized Information Facility (SCIF) at the Pembroke Regional Training Institute, and the Readiness Center in Manchester. Our Deployment Cycle Support Program and Counterdrug Program also need support in the President's budget.

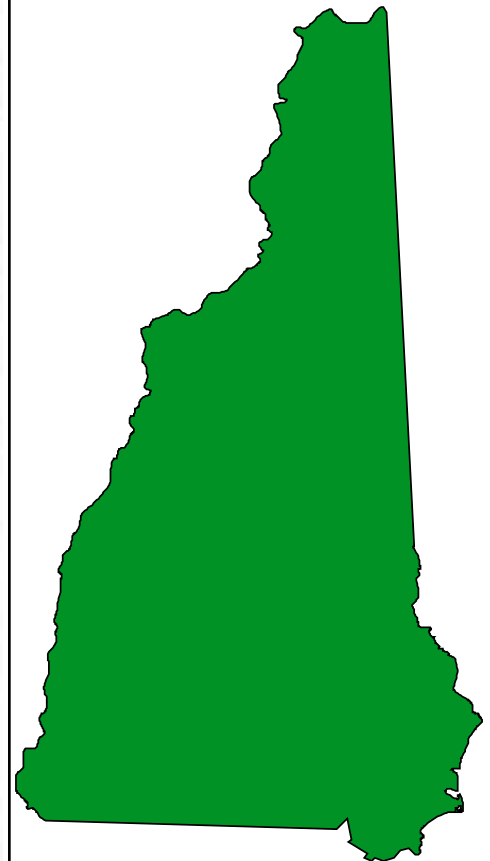
In the current economic climate, I realize that we need to change the way we do business. We can no longer rely on "earmarks" and must ensure programs are established in the base budget. However, this cultural change will take time and we need to find creative ways to fund those National Guard programs that are unfunded or underfunded and that we have come to rely on. Your support has been crucial to the evolution of the National Guard as a military organization that the citizens of New Hampshire and the country can always count on.

The National Guard should be seriously considered in the "total force" as we add the greatest value to America. The National Guard relies on just five percent of the Department of Defense's base budget to fulfill its two obligations of supporting domestic operations and missions outside of the United States. Yet, as you have experienced, there are political and economic pressures working against our priorities and authority.

The bipartisan support of the National Guard has simply been outstanding. I am grateful for your vigilance, and confident that you will continue to lead the "fight" on behalf of our Guardsmen and their families. Beyond facilities, our greatest need remains the health and welfare of our Guardsmen.

Sincerely,

William N. Reddel III
Major General, NH National Guard
The Adjutant General





SUMMARY OF TOPICS

MILITARY CONSTRUCTION REQUESTS:

Air Traffic Control Squadron Operations Building: This is the TAG's number 1 priority for 2013. There is an acute need to consolidate and co-locate 260th Air Traffic Control (ATC) Squadron Operations Facility with its component organization, the 157th Operations Group, for command and energy efficiencies. Projected cost \$7.9M for FY 2016 FYDP, currently on the FYDP.

Manchester Readiness Center: This is the TAG's number 3 priority for FY 2013. The Readiness Center is the top NHARNG priority for the TAG. It is required for the 197th Fires Brigade in order to meet shortfalls of existing facility requirements for both quality and quantity. Projected cost \$15M for FY2018, should appear on the 2018 FYDP.

157th ARW Ramp Project: 157th Air Refueling Wing requires a fully functional parking ramp that is free from Alkali-Silica Reaction (ASR). The age of the ramp and development of ASR on part of the existing parking prevents any aircraft from using affected sections. Projected cost \$8M for FY 2013, currently on the FYDP.

Field Maintenance Shop: The NHARNG seeks to construct a new 122,000 square foot Field Maintenance Shop (FMS), with supporting facilities, to replace the outdated, deteriorated, too-small, and inefficient facilities currently in use. Projected cost \$20.4M for FY 2016, currently on the FYDP.

157th ARW Consolidated Aircraft Facility: The 157th Maintenance Group requires a consolidation of its organization into a single building to improve command and control and overall efficiency of aircraft operations. Projected cost \$40M for proposed 2018 FYDP

PROGRAMMATIC SUPPORT REQUESTS:

Sensitive Compartmented Information Facility (SCIF): This is the TAG's number 2 priority for FY 2013. The NHARNG seeks to design and construct a 100% federally funded Top Secret (TS). Currently, the NHNG does not own, nor have access to a SCIF needed to meet full-spectrum operational requirements. 100% federally funded Top Secret (TS) Sensitive Compartmented Information Facility. Projected cost \$1.5M for FY 2015, currently not on the FYDP. We are seeking programmatic support for this project.

NH Deployment Cycle Support Program: The New Hampshire Deployment Cycle Support Program (DCSP) is an integrated partnership between the NH National Guard, the NH Department of Health and Human Services, and community organizations to provide support to military members and their families in support of deployments. It establishes a community-based integrated, sustainable service delivery framework for support services. Projected cost \$800K for FY 2013. We are seeking programmatic support for this program.

CBRN Enhanced Response Force Package (CERFP): Phase II will provide training space and accommodations for assigned personnel package for this new mission. Projected cost \$1.2M for FY 2014. We are seeking programmatic support for this project. This is not on a FYDP.



COST-EFFECTIVENESS AND ECONOMIC IMPACT

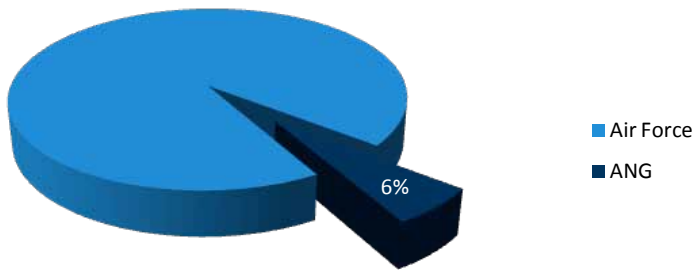
The National Guard represents only 5.5% of the Department of Defense budget. The Army National Guard uses less than 12% of the total U.S. Army 2011 base budget yet makes up 24% of the personnel and maintains nearly 40% of the operating force. The Air National Guard costs less than 6% of the total U.S. Air Force 2011 base budget, makes up 17% of the personnel and maintains 30-40% of the Air Force's fighter, tanker, and airlift capacity.

The central reason for the National Guard's cost-effectiveness is its part-time/full-time force mix. Until called and placed in paid-duty status, traditional National Guard members incur minimal cost to the Department of Defense. Cost savings attributable to this part-time nature include fewer pay days per year, lower medical costs, lower base support costs, virtually no cost for moving families and household goods to new duty stations every three or four years, and fewer entitlements, such as housing and food allowances.

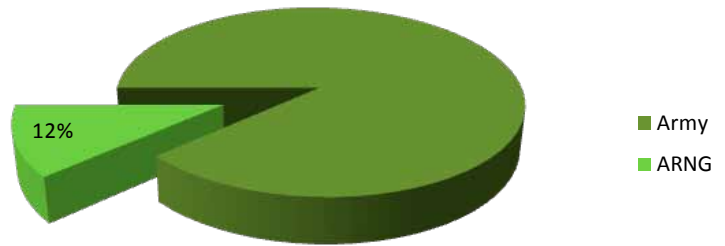
The New Hampshire National Guard brings a gross economic impact to New Hampshire valued at over \$220.7M, spread across the state among the 3,000 plus members and employees.

Cost & Personnel Data from US DoD Fiscal Year 2011 Budget Request Overview, February 2010. Includes all active and reserve base discretionary budget authority (operations, personnel, and MILCON)

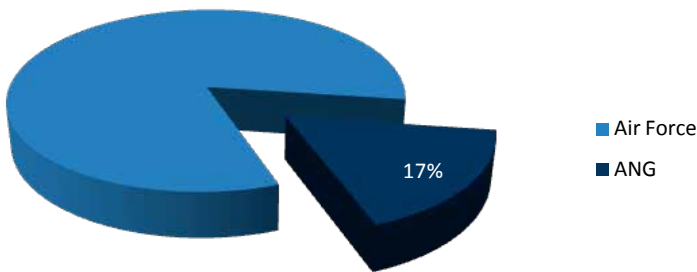
Total Air Force Budget



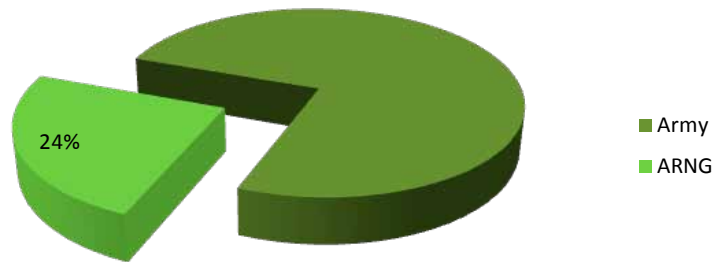
Total Army Budget



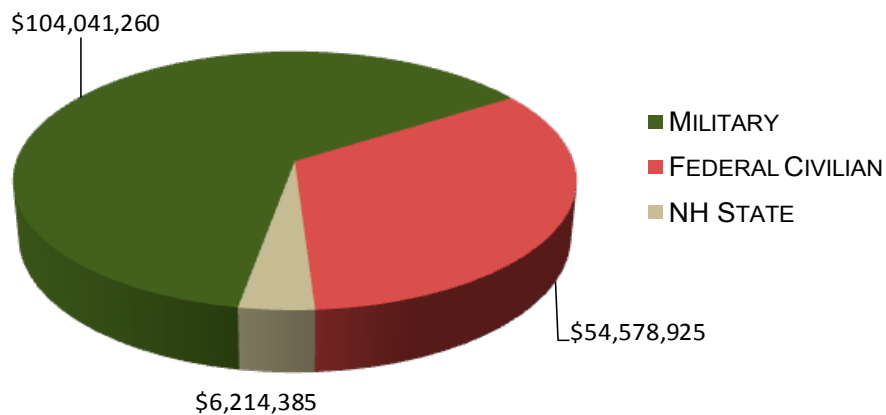
Total Air Force Personnel



Total Army Personnel



Total Payroll Costs Fiscal Year 2011





AIR TRAFFIC CONTROL SQUADRON OPERATIONS FACILITY

Air Traffic Control (ATC) Squadron Operations Facility

Project Number: SZCQ099004

Requested: \$7.9M

Issue:

There is an acute need to consolidate and co-locate 260th Air Traffic Control (ATC) Squadron Operations Facility with its component organization, the 157th Operations Group, for command and energy efficiencies.

Background/Discussion:

The 260th ATC Squadron was relocated to Pease ANGB in 1997 from Maine ANGB. At the time, infrastructure limitations prevented its co-location with the Operations Group.

The current facility was constructed in 1956. Despite several modifications, it is still inadequate for operations and not energy efficient.

Equipment is located in a separate facility which is not ideal for training and maintaining control of assets.

The 260th ATC Squadron also has an advanced simulator housed in a separate facility which is prone to water infiltration and has an inefficient HVAC system that operates 85% of the time in order to cool equipment.

The proposed project is in the FY16 President’s Budget and has been approved for 35% design.

This project is the TAG's number 1 priority, we are seeking Congressional support to advance funding of this project to FY 2013 as a MILCON add.

AT A GLANCE:

260th ATC Squadron Operations Bld.

This is the TAG's number 1 priority.

Request: \$7.9M.

Location: Pease Air National Guard Base, Newington.

Project: SZCQ099004

Status: FY2016

Recommendation:

Support appropriation of \$7.9M for the construction of a new Air Traffic Control Squadron Operations Building.



Current Air Traffic Control Squadron Operations Facilities at Pease Air National Guard Base



MANCHESTER READINESS CENTER

Description/Requirement: The Readiness Center is the #3 priority for the TAG. It is required for the 197th Fires Brigade in order to meet shortfalls of existing facility requirements for both quality and quantity. The facility will provide the necessary administrative, training, and storage areas required to achieve proficiency in required tasks, and to support significant changes in the size, type and quantity of new equipment.

Current Situation/Capability. Built in 1937, this facility is beyond the recommended life expectancy. It is in poor condition, and does not meet current building codes or National Guard Bureau criteria. It lacks many of the modern allowances necessary to accommodate the five ARNG units stationed there. Currently, some soldiers have offices set up in shower rooms and latrines to make use of available space. The 197th has gone through multiple MTOE changes since construction of this facility, and this building cannot support these changes or increased staff. Numerous electrical and IT system retrofits have resulted in multiple sub-panels and exposed, disorderly conduits, creating a safety concern. On a number of occasions, new equipment has been unable to utilize the building's power due to the supply lacking enough amperage.

Impact/Shortfall Analysis: Delay of this project will force the unit to use inadequate and overcrowded facilities that negatively impact soldier readiness and moral. Building code standards and NGB requirements will not be achieved due to the high cost of retrofitting the old facility, and minimum Force Protection Standoff distances will not be met (45 m from controlled perimeter and parking of a primary gathering building). Efficiency and work flow are negatively impacted which directly affects the support of subordinate units. The use of battle labs to simulated combat environments will continue to be impractical. Continued use of these substandard facilities may result in risk to personnel and equipment.

Explain 1:1 Disposal: Reversion to the State.

Total Scope (SF, etc): 48,936 SF
Current Design Status (from ARI-CO): 0%
Current Program Amount (\$000): \$0
Current Working Estimate (CWE): \$15 M
Original Cost and Date: \$15 M 1 October 2011

Installation Status Report (ISR) Rating*

Mission

Quality

Quantity

F4

Q3

C4

* ISR info for all facilities being replaced by this project using the most recent ISR updates. This project replaces 'Red' status facilities ranked among Green, Amber and Red (highest to lowest quality ranking).

AT A GLANCE:

NH NG Readiness Center.

This is the TAG's number 3 priority.

Request: \$ 15.0M

Location: Manchester, NH.

Project: 330043

Status: FY2018 FYDP project





157TH ARW AIRCRAFT PARKING RAMP, PHASE III

157th ARW Aircraft Parking Ramp Project, Phase III

Project Number: SZCQ042005

Requested: \$8.0M

Issue:

157th Air Refueling Wing requires a fully functional parking ramp that is free from Alkali-Silica Reaction (ASR). The age of the ramp and ASR of part of the existing parking prevents any aircraft from using affected sections.

Background/Discussion:

Pease Air National Guard Base has both one of the largest aircraft parking ramp, as well one of the longest (11,300 foot) runways on the East Coast. This combination makes Pease Air National Guard Base a vital national defense asset.

The final area of the main ramp that was installed in 1958 suffers not only from extreme age and wear but also from ASR. The ASR occurs over time in concrete between the highly alkaline cement paste and reactive non-crystalline (amorphous) silica. This reaction causes the expansion of the altered aggregate by the formation of a swelling gel of Calcium Silicate Hydrate (CSH). This gel increases in volume with water and exerts an expansive pressure inside the material, causing spalling and loss of strength of the concrete, finally leading to its failure.

This failure leads to foreign object damage (FOD) issues and increases the man hours required to ensure the ramp is clear of potential hazards. Transient fighter aircraft cannot park in this location due to proximity of engine intake to the ramp. FOD also increases maintenance cost thereby reducing funds available for upgrading facility systems to reduce energy consumption.

Recommendation:

Support the appropriation of \$8.0M for the reconstruction of the aircraft parking ramp, Phase III.

AT A GLANCE:

Pease Ramp, Phase III

Request: \$8.0M

Location: Pease Air National Guard Base, Newington

Project: SZCQ042005

Status: FY2013





FIELD MAINTENANCE SHOP

Project Name: Field Maintenance Shop

Project Number #: 330019

Requested: \$ 20.4M.

Issue: The New Hampshire Army National Guard (NHARNG) seeks to construct a new 122,000 square foot Field Maintenance Shop (FMS), with supporting facilities, in 2015 to replace the outdated, deteriorated, under sized, and inefficient facilities currently in use. The facilities that the NHARNG is currently using for vehicle and weapons maintenance in southern New Hampshire fail to support the Guard’s federal or state missions, resulting in compromised worker safety, difficulty in meeting environmental requirements, and long delays in maintaining or repairing essential military equipment. The new FMS will be a state of the art facility, capable of supporting maintenance of the modern military vehicles and weapons systems currently in use by the NH National Guard. The new FMS will be a permanent structure that complies with all federal and state environmental, worker safety, building code, and military regulations.

Background/Discussion: The existing FMSs in Manchester and Hillsborough are 72 and 55 years old respectively. Both facilities were constructed with an open bay concept, allowing noise from air compressors and impact wrenches to affect all employees, in addition to open lines of sight to welding stations. There is no spray containment for the Manchester FMS wash bay which is also co-located with the welding bay, and lacks any GFCI outlets to operate equipment. Hillsborough FMS exhaust ventilation system has failed annually due to substandard exhaust removal. There is a severe lack of electrical outlets, forcing mechanics to run extension cords the length of the facility to operate equipment. Storage area is minimal, necessitating the use of safety walkways to house large tools, posing the potential for tripping accidents and limiting access to emergency exit routes. There is no fire suppression in either facility. The State has gone through

AT A GLANCE: Field Maintenance Shop.

Request: \$20.4M.

Location: Manchester, NH.

Project: 330019.

Status: FY2016

multiple organizational and equipment changes since the construction of these FMSs, including transformation from World War II vintage vehicles, which these buildings were originally designed for, to our new 21st Century vehicles and weapons systems which do not fit through the bay doors and which require overhead cranes which cannot be retrofitted into the existing facilities due to severe height restrictions. The new facility must provide: 38,273 sf of Maintenance shop space and 14,720 sf of administrative space, 1,869 sf of military equipment parking and 32,671 sf of unheated enclosed vehicle storage to meet mission requirements.

Recommendation: Support the appropriation of \$20.4M in FY16 for the construction of a new Field Maintenance Shop.

Current facility in Manchester.



Note that the LMTV Truck will not fit into the bay door fully.





157TH ARW CONSOLIDATED AIRCRAFT FACILITY

Consolidated Aircraft Maintenance Facility

Project Number: Not assigned

Requested: \$40M.

Issue:

The 157th Maintenance Group requires a consolidation of its organization into a single building to improve command and control and overall efficiency of aircraft operations.

Background/Discussion:

The Maintenance Group currently operates in several facilities across the base which range in age from 27 to 55 years old. Although the facilities have gone through several renovations, they are still energy inefficient and lack operational efficiencies due to their lack of proximity to each other. The heating systems run longer than necessary to maintain temperature and humidity requirements and are among the highest on base for energy consumption.

This new state of the art, energy efficient, consolidated aircraft maintenance facility will allow the 157th Air Refueling Wing to have a suitable facility to hanger and support the maintenance of the KC-135 fleet of aircraft, while providing a base to support potential future mission requirements. This facility would also provide room for future expansion and keep Pease Air National Guard Base on the forefront of operations.

Recommendation:

Support \$40M request to construct a consolidated aircraft maintenance facility that is both operationally and energy efficient and allows for future expansion.

AT A GLANCE:

157ARW Consolidated Aircraft Facility.

Request: \$40M.

Location: Pease Air National Guard Base, Newington.

Project: Not Assigned.

Status: Proposed 2018 FYDP



Current Avionics Facility (Co-Located with Security Forces)



Current Maintenance Hangar



Project Name: NHNG Joint Sensitive Compartmented Information Facility (SCIF)
Requested: \$1.5M
Location: Pembroke Regional Training Institute

Issue:
The New Hampshire Army National Guard (NHARNG) seeks to design and construct a 100% federally funded Top Secret (TS) SCIF at the NHNG Pembroke Regional Training Institute in accordance with Intelligence Community Directives. Currently, the NHNG does not own, nor have access to, a SCIF needed to meet operational requirements. As a result, the NHARNG seeks to construct a new 5,000 square foot SCIF, with supporting facilities, in 2015.

This new SCIF will provide the State Adjutant General and unit leadership access to the level, quality, and quantity of operational intelligence necessary for the sustainable safety, and operational effectiveness of all NH National Guard forces.

Background/Discussion:
In accordance with Intelligence Community and Information Security requirements, Top Secret special compartmentalized information may only be accessed within a SCIF and will provide the State Adjutant General and unit leadership access to the level, quality, and quantity of operational intelligence necessary for the sustainable safety, and operational effectiveness of all NH National Guard forces.

The purpose of this Joint SCIF will be two-fold:

- Conduct daily classified operations that the NH National Guard has, to date, been unable to conduct as required by the Department of Defense and National Guard Bureau
- To train Soldiers and Airmen in, and to conduct military intelligence and cyber operations for the defense of the United

AT A GLANCE:
NHNG Joint SCIF
This is the TAG's number 2 priority.

Request: \$1.5M Programmatic Support

Location: Pembroke Regional Training Institute

States.
The new SCIF will be built in accordance with Intelligence Community requirements, and will be capable of supporting current and anticipated intelligence gathering, analysis, and personnel training requirements for all NH National Guard units. The new SCIF will be a permanent structure that complies with all federal and state environmental, worker safety, building code, and military regulations.

This project is the number 2 priority of the TAG, we are seeking programmatic support for FY 2013.

Recommendation:
Support appropriation of \$1.5M in Minor Military Construction funds (Appropriation: 2085, MDEP: E315) to the NH Army National Guard for the construction of a Joint Sensitive Compartmented Information Facility.

“It is imperative for JFHQ-State (Joint Force Headquarters – New Hampshire National Guard) to have ready access to TS SCI (Top Secret Sensitive Compartmented Information) intelligence on domestic and overseas threats that endanger our Soldiers and Airmen. Without ready access leadership cannot properly assess the security of the State, Territory, and the District of Columbia, or the safety of deployed personnel, and in turn set appropriate force protection levels.”

~ Lt. Gen. Craig R. McKinley, Memorandum For The Adjutants General of All States
May 13, 2011



NH DEPLOYMENT CYCLE SUPPORT PROGRAM (DCSP)

The New Hampshire Deployment Cycle Support Program (NH DCSP) is an integrated partnership between the NH National Guard, the NH Department of Health and Human Services, and community organizations to provide support to military members and their families as soon as a deployment is identified. It combines public funding and private resources to establish a community-based integrated, sustainable service delivery framework. The NH National Guard is seeking \$850K of Programmatic Support for FY2013.

The NH DCSP goes beyond a group approach and directly engages individual service members, his/her family and community. This prevention-based approach allows for risk and resiliency assessment and early action planning that mitigates risks and provides ongoing community-based support throughout the deployment cycle.

It is a fact-based, result-oriented program with significant impact in the areas of suicide prevention, readiness to deploy, resiliency retention, homelessness, unemployment, mental health and family fitness.

NH DCSP is based on:

Comprehensive, Preventive Care: Assessing risks/needs, establishing an action plan to mitigate risks, provide individualized support and linking to services/resources (initiated in pre-deployment).

Professional Care Coordinator: Master’s level clinician/case manager with cross-system savvy provides individualized support available to every service member/family in deployment cycle.

Services Embedded in Deployment Cycle: Services and their availability are introduced at drill but carried out locally and confidentially at service member/family’s home and community.

Local Access: Care Coordinators cut red tape and reduce stigma to help access community services and existing veteran services allowing for local access to full-spectrum care.

Sustainable Local, Private Fund for Emergency and Critical Needs: The Veterans Count Club raises funds and builds awareness in the local business and philanthropic community. Almost 1 million dollars has been raised and distributed since 2007 to

We are projecting 759 service members being supported during 2013.



meet emergency/critical needs such as food, heat, rent, auto repairs, medicine, etc.

NH DCSP is consistent with the new Presidential initiative, “Strengthening Our Military Families”, DOD’s “Total Force Fitness” initiative and Department of Army’s Comprehensive Soldier Fitness.

Cost Effectiveness:

NH DCSP buys required community resources as needed. Overhead costs are held to 10% for minimal staff to manage overall state system and ensure service quality and efficiency.

Replicable/Scalable:

NH has built a collaborative system that combines military-civilian, and public-private partnership. Care Coordinators receive military cultural training including real world practical exercises and a best-practices tool kit and mentorship from a Care Coordinator with more than two years experience in NH DCSP. This framework is replicable and scalable in other states.

NH DCSP -- Annual DOD Cost per Case			
(A case includes the SM and family members. An average of 3.1 individuals are serviced per case)			
FY 2008	FY 2009	FY 2010	FY 2011
Total per Case \$3,508	Total per Case \$3,455	Total per Case \$2,158	Total per Case \$1,747
Per Person \$1,132	Per Person \$1,115	Per Person \$696	Per Person \$564



CBRN ENHANCED RESPONSE FORCE PACKAGE (CERFP)

CERFP Phase II Construction

Requested: \$1.4M.

Issue: The New Hampshire Air National Guard (NHANG) seeks to design and construct a 100% federally funded CERFP administrative and training space at the Pease ANG Base in accordance with Functional Area Manager (FAM) who determines square foot authorization, which in turn will determine overall construction costs. We are seeking programmatic support for FY 2014.

Background/Discussion: What is the CERFP?

Chemical, Biological, Radiological/Nuclear, and Enhanced Response Force Package.

Staffed by 197 Air and Army National Guard members from Maine, New Hampshire and Rhode Island, the New England CERFP is designed to:

- Support the Incident Commander in response to a catastrophic incident.
- Respond to a homeland incident to conduct crisis and consequence management operations in support of civil and federal authorities.
- Identify, assess, advise and assist during a CBRN and all Hazards incident.

Phase II Construction:

Phase II will provide authorized administrative office space and training facility space for the assigned personnel package supporting this new mission. An additional 5,000 sf space is planned for Phase II.

AT A GLANCE: CERFP Phase II Construction.

Request: \$1.4M Programmatic Support for FY 2014

Location: Pease Air National Guard Base, Newington





COUNTERDRUG

Item: National Guard Counterdrug Program.

Issue:

The FY 2013 DoD budget request for counterdrug funding reflects a 41% reduction in funding for the National Guard Counterdrug Program. This funding level will greatly reduce the interdiction and demand reduction activities provided to local, state and federal agencies and will directly result in having fewer service members available to meet all mission requirements. Additional funding is needed to allow for effective continuity of operations.

Discussion/Background:

The NHNG Counterdrug Program provides support to federal, state and local law enforcement agencies, community based organizations and educational institutions whose primary purpose is substance abuse prevention, counter-narcotic, or counter narco-terrorism. Internally, the Counterdrug Program provides oversight for substance abuse testing and prevention activities for the NHNG.

Additional funding will allow the NHNG to maintain current levels of support for both the supply reduction and community outreach programs. This funding will also enable the program to expand the evidenced-based substance abuse education programs and fund additional training opportunities for current personnel. Equally important, this funding will facilitate the integration and training of new soldiers and airmen in the program as members of the current organization deploy to support ongoing contingency operations throughout the world.

Impact on Military Readiness:

Externally, the NHNG Counterdrug program leverages the unique military capabilities of its soldiers and airmen to support local, state and national Counterdrug initiatives. The impact on military readiness is considerable.

Counterdrug soldiers attend all required military training assemblies and exercises, receive additional training to refine their military skills, are leadership oriented and able to transfer skills gained from the Counterdrug Program to both wartime and peacetime missions. Serving locally in the NHNG Counterdrug Program also helps to reduce the illicit use of drugs within the communities that provide potential recruits. Internal drug demand reduction activities along with the prevention, treatment and outreach program provide a strong deterrent to illicit drug use, allowing soldiers and airmen to focus on mission readiness.

Recommendation:

Support National Guard Bureau Counter Drug Supplemental Funding Request





KC-46A



Photo from: <http://www.af.mil/>

Issue:

KC-46A is the Air Force’s number one recapitalization program. The efficient, strategic basing of this new tanker is essential to attain maximum effective usage of this critical strategic asset.

Background/Discussion:

Pease ANGB will provide the optimal mix of irreproducible geographic location, outstanding facilities, and total force personnel to achieve the highest utilization of the KC-46A.

Pease is strategically located in the Northeast for the KC-46A’s three distinctive missions of air refueling, cargo delivery and aeromedical evacuation.

- Pease is 22%-65% more efficient than other Northeast locations in filling receiver requirements, potentially saving several million dollars per year
- Within 12 minutes of Coronet routing to Europe, the Middle East and Africa
- Provides the only regular Air Force air refueling capability in the Northeast
- Multimodal cargo access and delivery: Located adjacent to a deep water port with a Boston and Maine rail yard on site and easy access to Interstate Route 95
- KC-46A is fully endorsed by the Pease Development Authority and the Town of Portsmouth, N.H.

The 157 ARW is leading the way in the Air Force’s Total Force Integration.

- Over 1,000 guard and 125 regular Air Force personnel are fully integrated into air refueling operations, maintenance and support at Pease and abroad
- Increased utilization: Pease flew more hours per aircraft than any other ANG tanker unit in FY 2011, leveraging total force efficiencies
- Combined experience levels of ANG and active duty AF personnel creates results: 64th ARS crew members at Pease outpaced the AMC time to mission ready status by 40%
- Fully integrated environment will allow guard and active duty personnel to gain experience on the KC-46A
- Low Cost: Regular AF stationed at ANG bases are lower cost due to lower base overhead

Pease ANGB has the best infrastructure to support operational and surge basing of KC-46A.

- Aircraft parking ramp is 35% larger than other Northeast tanker units, which can accommodate up to 26 KC-46A aircraft
- Modern operations facility contains fully modernized 8010 alert billets, highly reducing response times for critical operations
- Pease’s 11,321 ft. runway, one of longest in the Northeast, has more fuel and cargo facilities than other locations in the region
- Simulator designed for the future: Pease’s full-motion KC-135 simulator, 1 of 4 in the ANG and only one East of the Mississippi, can easily accommodate the next generation simulator, carrying forward the environmental benefits and approximately \$11.5M in operations and training cost savings each year
- Jet fuel capability: 1M gallons of capacity, with a modern hydrant system, represent the largest, most efficient fuel storage and delivery system in the Northeast

Pease’s combination of a strategic location, total force personnel and outstanding infrastructure ensure 24/7/365 capability and provide unequalled execution in the Northeast.

Recommendation:

To ensure maximum efficiency and utilization of the KC-46A, a record of proven results, strategic location, total force personnel, and existing infrastructure must all be taken into account when considering basing locations. When these factors are considered, we believe Pease ANGB will be determined to be the preeminent location for basing of the KC-46A, to fulfill all current and future Air Force tanker requirements.

“In order to meet future challenges, the Air Force remains committed to a total force approach because the solution is, by necessity, a total force solution.”

-Gen. Norton Schwartz, Air Force Chief of Staff, Lt. Gen. Charles Stenner, Chief of Air Force Reserve, and Lt. Gen. Bud Wyatt, Air National Guard Director 2/2/2012



STATE PARTNERSHIP PROGRAM

The NH National Guard & El Salvador (NHNG-ES) have one of the most successful State Partnership Programs (SPP) in the US Southern Command (SOUTHCOM) Area of Operations (AOR), with a solid mix of Military to Military, Military to Civilian and Civilian to Civilian Security Cooperation events.

Facilitate Enduring Broad-Spectrum Security Relationships:

Build a nation's capabilities to cooperate and collaborate regionally and globally on a wide range of security and sociopolitical issues in support of US Department of State (DoS) and other lead agencies.

Three focused areas of development: military, government and business.

We average 12-15 SPP exchanges a year. The NHNG-ES SPP has engaged across a wide spectrum of organizations, including NG senior leadership, Army and Air Guard personnel, representatives of state legislature and state agencies, civilian educators, law enforcement, and other government entities.

The SPP has a larger benefit on global stability. Securing the peace is as much a military mission as executing war. Our partnership with El Salvador is one the NH Guard is uniquely talented to provide. We are meeting military professionals from other countries, building friendships and strengthening our understanding of the military's role in world peace. In many ways the Salvadoran military has begun to mirror our own National Guard. It has responded to its citizens in a time of national crisis and it has pledged its support to current combat operations

in the Overseas Contingency Operation. El Salvador has completed over five years of deployment in support of Operation Iraqi Freedom, and is currently supporting North Atlantic Treaty Organization (NATO) forces in Operation Enduring Freedom in Afghanistan.

Future Plans

The partnership has matured over the last ten years and we now look to expand into a new State Partnership in the African Command (AFRICOM) AOR. The intent is to include El Salvador, forming a tri-lateral partnership.

FY12 Focus and Scheduled Events

- Mountain Operations in Mountainous Terrain
- El Salvador Air Show
- Non-Commissioned Officer (NCO) Capabilities
- Senior Leader Visit
- Air Traffic Control
- Physical Security
- Facilities Security
- Police Working Dog (K9)
- Disaster Response Leadership
- Urban Search & Rescue
- Emergency Management & Medical Response Seminar
- HAZMAT

Recent changes to the NDAA 2012 approved the use of up to \$3.0M of SPP funding to cover the travel and expenses of civilian and non-DoD individuals to support SPP events and training.

SPP Strategic Goals.

Build Partnership Capacity to Deter, Prevent & Prepare:

Preventative capabilities to dissuade/avert attack or prepare for natural disasters.

Build Partnership Capacity to Respond & Recover:

Responsive capabilities to respond/recover from attacks or natural/man-made disasters.

Support Partners' Defense Reform & Professional Development:

Reform/build a nation's military structures and leaders for the 21st century.

Facilitate Enduring Broad-Spectrum Security Relationships:

Build a nation's capabilities to cooperate and collaborate regionally and globally on a wide range of security and sociopolitical issues in support of DoS and other lead agencies





NATIONAL GUARD YOUTH CHALLENGE PROGRAM

Issue:

High school dropout rates present multiple challenges and opportunities for our society. The National Center for Education Statistics reports if students who dropped out of the class of 2008-2009 had graduated, the nation's economy would have benefited from an additional \$335 billion in income over their lifetimes. Additionally, the average high school dropout will cost taxpayers over \$292,000 in lower tax revenues, and imposed incarceration costs each year relative to an average high school graduate. Reducing dropout rates could create an estimated \$7.9 to \$10.8 billion in cost savings from programs providing assistance to needy families, including food stamps, medical care and housing assistance.

Background/Discussion.

- 6.4% of our 16 – 19 year olds are unemployed
- High school dropouts are 3.5 times more likely than graduates to be arrested; 8 times more likely to be incarcerated
- 68% of state prison inmates do not have a high school diploma
- 53% of homeless mothers do not have a high school diploma.

The National Guard Youth Challenge program provides a framework and direction to intervene in the lives of high school dropouts. The program consists of a 2-week Pre-Challenge residential phase, a 22-week Challenge residential phase, and a 12-month post-residential mentoring phase.

Eight core components: academic excellence, responsible citizenship, physical fitness, service to the community, job skills, leadership/followership, life coping skills, and health and hygiene provide the foundation for the curriculum of the Residential Phase. During the Residential Phase, Cadets develop a Post Residential Action Plan (PRAP) that contains the goals and objectives for their placement activities following graduation. The mentoring phase is the second largest in the nation, and reportedly the most successful.



The National Average Cost Per Student:.

- High School cost \$11,674,
- Youth Challenge cost \$16,093
- AmeriCorps cost \$26,654
- Job Corps cost \$28,177
- Corrections cost \$29,194
- Private solutions costing \$30,000.

The program is estimated to save \$9 for every \$1 spent.*.

** Figures based on a 2010 study using 2009 program cost. All background and Discussion facts and figures are from a national level report. There is no operational Youth Challenge program in New England.*

Today, 60% of the youth who voluntarily apply for the program are turned away due to funding limitations alone. On average the program graduates attain a two grade equivalency with a 95% graduation rate. Each student is required to give back to the community, averaging 67 hours during their residential phase of training.

During the 2009-2010 program year the Youth Challenge program had 16,346 applicants, 8,662 Enrollees providing over 460,700 hours of Service to Community, valued at more than \$9.6 million dollars.

After thirteen years, the program has grown to 32 sites in 27 states, Puerto Rico, and the District of Columbia. Since 1993, over 100,000 students have successfully graduated from the program, with 80% earning their high school diploma or GED. On average, 26% go on to college, 18% enter the military, and 56% join the work force in career jobs.

Recommendation:

Request continued Congressional support and funding for this cost effective, highly successful youth program. The Adjutant General of New Hampshire is setting an organizational goal to establish a Youth Challenge program in New Hampshire within the next two to three years based upon a regional concept to address this issue across northern New England.



STARBASE



What is STARBASE?

Department of Defense (DoD) STARBASE is a youth educational program designed to increase students' interest in science, technology, engineering and math (STEM) while exposing them to positive role models within the military.

STARBASE builds personal development skills through teamwork, communication, self-esteem, goal setting, decision-making and problem solving. It also strengthens the ability of youths to make healthy choices and resist negative influences including substance abuse.

There are 60 STARBASE academies in 34 states plus District of Columbia and Puerto Rico with over 609,000 students who have attended the program since its inception in 1993.

Why STARBASE?

To raise the interest and improve the knowledge and skill of at-risk youth in STEM subjects and provide a skilled American workforce to meet the advanced technological requirements of the DoD.

How Does STARBASE work?

STARBASE targets students in the fifth grade by using a “hands-on, minds-on” approach. The activity-based curriculum is usually conducted for 5 hours a day over a 5-day period. The average class size is 23.

The Cost:

STARBASE is fully funded by the DoD and students attend free of charge.

- \$320,000 - average cost of operating a STARBASE academy (includes four full-time staff members)
- \$279 - Average cost per student.

Recommendation:

Continued Congressional support of the STARBASE program's FY2013 funding request.

Funds needed to sustain the current STARBASE sites and establish 11 additional sites for the National Guard.



REGIONAL TRAINING INSTITUTE (RTI) ACADEMIC & BARRACKS

Project Name:

NH Regional Training Institute Academic and Barracks Facilities

Project Number #: 330034/330035 (FYDP 2011)

Requested: \$21,647,000.00/\$15,975.00.

Issue: The NHRTI provides essential training and education for NH soldiers, as well as soldiers from other states and from active duty. The current site lacks sufficient space to conduct classroom training or to efficiently administer the RTI’s ongoing operations. Not only is the current site too small, but it lacks many modern features needed for effective training with 21st Century military equipment and tactics. The barracks project will provide the necessary modern housing facility required to house students. Current lack of adequate billeting space adversely affects the quality of training and morale. Both projects are on the 2011 FYDP and are 100% complete of their design phase.

Background/Discussion: The 195th Regiment (NHRTI) is currently located in a former boarding school facility in Center Strafford, New Hampshire. The existing academic facility was constructed in 1933 while the barracks were constructed in 1931 and 1968. The academic building was renovated to some extent in 1985; it is inadequate to support the present and future training requirements of the NHARNG. Due to code compliance issues and historic building status, the existing facility is unsuitable for renovation. The barracks do not provide adequate billeting space, nor does it meet design guide construction standards.

Recommendation: Continue to support the two appropriations of \$21.6M and \$15.9K for the construction of Regional Training Institute academic and barracks facility.

AT A GLANCE:

NH Regional Training Institute Academic and Barracks Facilities.

Thank You for your Continued Support!

Location: Pembroke, NH.

Project: 330034/330035 (FYDP 2011).

Status: Thank you



Current NH Regional Training Institute.

Artist rendition of the new NH Regional Training Institute located in Pembroke, NH.





TOTAL FORCE INTEGRATION ...ACTIVE DUTY PARTNERSHIP

Active Duty Integration...Two Years Strong!

In accordance with the United States Air Force's Total Force Integration (TFI) program, Air Mobility Command (AMC) established an Active Associate unit in partnership with the 157th Air Refueling Wing at Pease Air National Guard Base, NH in 2009. Two years later, the 64th Air Refueling Squadron (ARS) continues to excel in fully integrating a regular active duty Air Force air refueling unit into the existing wing structure to share operations, support and maintenance functions in supporting a wide range of operational requirements.

Access to Aircraft & Missions

From the desert sands of the Middle East to the Pacific Islands, Active Duty Airmen have supported requirements throughout the U.S. and the world utilizing Pease ANGB KC-135Rs and combining skills with 157 ARW personnel in order to successfully accomplish the mission. The 64 ARS has integrated staff, aircrew, intelligence, support and maintenance functions into the 157 ARW's Air and Space Expeditionary Force (AEF) deployment and likewise, ANG personnel have routinely supported Active Duty combatant commander mission requirements.

In 2011, the success of TFI at Pease was highlighted as the

157 ARW, in partnership with the 64 ARS, flew more flight hours than any other KC-135 ANG wing, achieving an aircraft utilization rate 24% higher than AMC's rate. This was vital in helping Pease's Total Force Airmen meet steady state operational requirements around the globe.



Access to Experience

The New Hampshire Air National Guard has been crucial in providing an efficient means of training active duty Airmen. Leveraging the vast operational experience found within the ANG, the 157 ARW has been able to rapidly and effectively train and qualify members of the 64 ARS, arriving to Pease with previous experience in nearly every other Air Force aircraft, in KC-135R maintenance and operations.

Community Basing Success

The 64 ARS is all in! One hundred twenty-seven Active Duty Airman now proudly live and support their communities in New Hampshire, Maine, and Massachusetts. Whether helping with the United Way's Day of Caring or donating personal time at local charities, 64 ARS Airmen are making an impact in New England. In 2012, the 64 ARS will continue its goal of being AMC's TFI benchmark unit.





Top FY2013 National Issues

Cost Effective, Readily Accessible Solution for America's National Defense

- ✘ Maintain a fully operational, relevant, and ready 21st Century National Guard for timely response to contingency and domestic operations
- ✘ Support shifting Active Component missions and manpower into the National Guard to maintain capabilities and improve efficiencies at a fraction of the cost

Personnel Initiatives

- ✘ Establish dwell time medical readiness
- ✘ Worldwide Space A travel for Reserve Component members and dependents
- ✘ Fund embedded mental health programs
- ✘ Veteran status for all retired members
- ✘ Allow employers to pay TRS with pre-tax dollars

Early Retirement Credit

- ✘ Authorize retroactive credit to September 11, 2001
- ✘ Provide an incentive for continued service beyond 20 years by authorizing one year early retirement credit for every two years served beyond twenty

Leverage ANG Principles

- ✘ Continue use of cost-effective basing using shared infrastructure and runways with non-DoD members
- ✘ Increase balance of higher cost per flying hour platforms to a more experienced force with less training requirements

Fully Equip and Modernize the ARNG and ANG

- ✘ Continue to provide funding for ARNG equipment and the National Guard and Reserves Equipment Account (NGREA) for critical dual-use equipment
- ✘ Modernize legacy ANG platforms guaranteeing no gap in National Defense capabilities or missions prior to fielding of next generation weapon systems

Modernize National Guard Facilities

- ✘ Provide robust military construction funding to assure modern and functional training and mobilization facilities
- ✘ Support Guard and Reserve Initiative (GRI) funds to provide flexible options for critical infrastructure projects