

# Office of Secure Transportation



Office of Secure Transportation  
Ten-Year Site Plan  
Fiscal Year 2014

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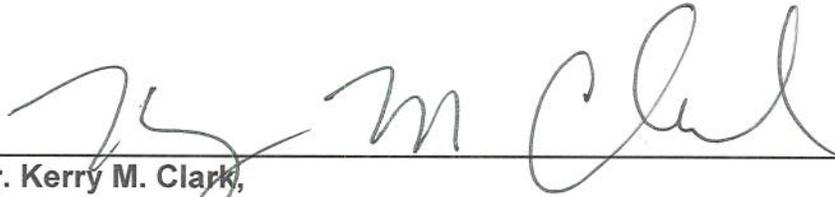
## **REQUIREMENT**

This Ten-Year Site Plan (TYSP) was prepared to address the requirements as specified by the United States Department of Energy (DOE) O 430.1B, *Real Property Asset Management (RPAM)*, in conformance with the TYSP 2014. Budget data presented in this report is estimated based upon Office of Secure Transportation (OST) facilities budget targets.

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**Office of Secure Transportation  
Ten-Year Site Plan**

**Fiscal Year 2014**



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Mr. Kerry M. Clark,  
Principle Deputy Assistant Deputy Administrator  
Office of Secure Transportation, NA-15

8/13/13  
Date

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## 1.0 Executive Summary

The mission of the Office of Secure Transportation (OST) is to provide safe and secure transportation of nuclear weapons, nuclear weapon components, and special nuclear materials in support of the national security of the United States of America. The National Nuclear Security Administration's (NNSA's) Strategic Plan (May 2011) calls upon OST, in conjunction with NNSA, to build on the nation's renewed commitment to nuclear security and enhance both national and global security. In this mission, NNSA and OST are strengthening their ability to ensure that they have the people, tools, and information required to address the broader set of national security needs, including the renewal of facilities. OST operates a number of specialized vehicles and aircraft for safe and secure transportation of cargo. Highly trained and specialized OST Federal Agents (FAs) are held responsible for transporting this national priority cargo. FAs are recruited using a very stringent screening process and must meet exceedingly rigorous physical and performance standards. Their training requires specialized facilities to equip them in defending the United States against the ever-evolving threat to national security.

The OST vision for this TYSP is to prioritize the allocated funding to effectively meet the planned mission with essential facility assets. There are many variables, such as funding, changing threat levels, sustainable infrastructure, aging equipment, and new technologies, which can affect the mission of OST. It is pertinent to ensure that OST can continue to successfully support the nuclear security missions and objectives under continuously changing conditions, which require a long-term strategic approach. OST does not anticipate a mission change in the 10-year horizon. However, facility condition and workload changes may drive prioritization of existing budget to ensure the ability to accomplish OST's mission.

While the NNSA Strategic Plan attempts to acknowledge the current budget level, the TYSP identifies the areas in which OST will require out-year budget increases. The funds may not be available due to the sequestration and furthermore may increase the potential safety hazards to operations staff and FAs, the loss of facility usage, resulting with OST operating facilities in the run-to-failure capacity. OST is an integral part of the NNSA's Office of Defense Programs and is an essential component of the Nuclear Security Enterprise. The following key strategies are in support of the NNSA Strategic Plan and the Secretary of Energy's goals identified in the DOE Strategic Plan:

- Modernize mission assets and infrastructure
- Seek to improve workforce capability and performance continuously
- Strengthen mission support systems
- Lead an integrated and effective organization

This TYSP provides data on existing facility and infrastructure assets and identifies required projects and associated costs. The OST TYSP also supports the NNSA Strategic Plan and is consistent with the fiscal year (FY) 2014 President's budget. OST receives funding that must be allocated to fund existing facilities in support of the OST mission.

Prior year accomplishments for OST include:

- Effective utilization of the OST Facilities Board (FB) to review and prioritize site-related projects.
- Implementation of energy conservation measures are as follows:
  - OST obtained funding to finalize the installation of electrical metering in all facilities.
  - Funding was allocated for the installation of occupancy sensors at the Agent Operations Western Command (AOWC).
  - The real properties Condition Assessment Survey (CAS) has been completed at all locations.
  - OST has completed the installation of six photovoltaic lights at AOWC and the Agent Operations Eastern Command (AOEC).
  - OST has allocated funding to install an efficient natural lighting system that will benefit 28,000 square feet (SF) at the AOEC Vehicle Maintenance Facility (VMF).
- Installation of a High Expansion Foam Fire Suppression Deluge System for the 42,000-SF aviation hangar at the Albuquerque Aviation site. This project is in the completion phase.
- Developed and implemented a proactive approach to reconcile Facilities Information Management System (FIMS) data assets with source documentation.
- Developed a FY 2008 water baseline for the current-year Site Sustainability Plan submittal.
- Completed receipt of 69,147 gross SF (GSF) on April 5, 2012, consisting of two buildings and six other structures and facilities (OSFs) at the Logistics Support Site (LSS) as a result of a Base Realignment and Closure (BRAC) transfer.
- Installed a 400-kilowatt, 13-liter diesel backup generator at AOWC for lighting; heating, ventilation, air conditioning; and telephone and information technology (IT) communication.

**Near Term Facilities and Infrastructure (F&I)**

OST is not sufficiently funded to address all facility needs and DOE Order 430.2B sustainability goals. As a result, deferred maintenance (DM) levels are likely to continue to increase, and sustainability goals will not be met. Now that CAS assessments are complete at all OST sites, a DM reduction program can be established. A preliminary CAS was completed prior to the acquisition of the LSS; however, a comprehensive CAS will be required to determine the overall DM level. After the LSS assessment is completed and once the DM levels are verified, appropriate requests for funding will be submitted to avoid any mission-critical facility impacts. According to the OST Strategic Plan (March 2012), the strategy to modernize and sustain assets includes eliminating outdated assets, refurbishing existing assets to extend their useful life, and procuring new assets in the support of the security of cargo and safety.

**Long Term Facilities and Infrastructure (F&I)**

Potential capability and capacity gaps for OST include antiquated facilities, which will be reaching the end of their useful design lives and will no longer support OST's mission. Additionally, existing training facilities and sites will require significant modifications or complete replacement to ensure FA safety, mission integrity, and transition to modernized training facilities to enable OST to fulfill its national security mission. OST must maintain assets to support current and future missions based on ever-evolving customer needs, budgets, and threats to national security. These assets include vehicles, facilities, and aircraft. OST manages a diverse portfolio of facilities that are geographically dispersed. The facilities and related infrastructure must be in a state of mission readiness to continue in the support of dismantlement, maintenance schedule of nuclear weapons stockpile, storage of nuclear material safely, and any missions that may arise.

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## 2.0 Site Overview and Snapshot

OST's mission is to safely and securely transport national priority cargo with highly trained FAs utilizing a number of specialized vehicles and aircraft. The nature of OST operations demands specialized training for FAs, and this includes both the initial training for new hires as well as continuous training for the entire FA workforce. The mission and core capabilities require OST asset alignment in providing facilities that not only accommodate stringent requirements but also complement a very specialized capability requirement. Examples of these core supporting assets include Physical Training/Intermediate Use of Force (PT/IUF), Military Operations Urban Terrain (MOUT), and other specialized FA facilities.

OST facilities are geographically dispersed among several sites in the states of Tennessee, New Mexico, Texas, Arkansas, Idaho, Maryland, Missouri, and South Carolina. The OST facilities located in Texas are addressed in the Pantex Site TYSP submission. The other OST facilities are addressed within this TYSP for OST-funding planning purposes. OST does not anticipate a mission change during the period of this TYSP, although national security requirements may significantly increase workload during this period of time.

OST strives to meet the increased program capacity with national security concerns and the threat environment. The increased mission requirements have necessitated OST to increase the number of FAs. As of May 2013, FA staffing is at 85 percent of the authorized ceiling. FA recruiting is on-going to ensure staffing does not fall below this level. Overall, OST was staffed at 89 percent of the authorized ceiling. OST support services personnel are currently staffed at 91 percent of the authorized ceiling. OST's support services contractor, Innovative Technology Partnership (ITP), performs training and logistics support and is currently staffed near 100 percent. In the previously submitted TYSP, OST reported overall staffing at 95 percent of the authorized ceiling. Staffing has decreased due to retirements and normal attrition, and recruiting efforts are currently underway. FA staffing is adequate at this time to perform mission-critical transportation duties.

To provide appropriate space for FAs and support staff, OST completed FA facilities between 2007 and 2008 at the Eastern, Central, and Western Commands. These facilities were funded from OST program dollars, a significant accomplishment given growing mission requirements. Continual funding is now required to keep all facilities mission-ready while mitigating the risk of loss to mission-critical assets.

OST's TYSP is based on a set aside flat budget of \$5 million yearly (projected) of program funding, targeting one hundred thousand for energy and sustainability projects as budgeted funding becomes available. The FB is planning to allocate between funding for sustainability and DM buy-down with incremental increases over the next 10 years as projects are identified by the CAS and prioritized by the FB. However, assuming a flat budget, it is reasonable to project that OST facilities will continue to operate on a run-to-fail trend if funding for DM is not increased significantly.

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### 3.0 Assumptions and Information

The OST TYSP was developed using the following information and assumptions.

- OST does not anticipate a change to the overall mission.
- OST will experience workload changes based on national security priorities.
- DM within the FIMS database is updated as CAS assessments are completed.
- Accurate DM costs are available for all OST sites with the exception of the LSS in Fort Chaffee, Arkansas.
- The newly acquired LSS has had a preliminary CAS performed for pre-acceptance.
- OST's overall DM does not include the eight LSS assets.
- A comprehensive CAS will be required in order to obtain the actual DM for the newly acquired LSS site.
- The newly acquired assets include two buildings and six OSFs.
- The LSS assets were officially transferred, as of April 2012.
- OST's budget must be allocated to fund existing facilities in support of the OST mission.

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#### 4.0 Changes from Prior-Year TYSP

OST’s TSTS has received 69,147 GSF consisting of a warehouse, office, and storage space at the LSS as a result of a BRAC transfer. The condition of this facility has undergone a preliminary CAS inspection for pre-acceptance to determine the condition and how to best utilize the facility to support the OST mission. A full CAS inspection shall be completed to determine the current condition of the facility. In addition, once the CAS is performed, the data that is gathered will be validated and entered into the FIMS. This is a requirement for all DOE capitalized assets. The addition of this GSF allowed OST to review consolidation opportunities. The list of assets is included in figure 1 below. This transfer was completed and the Interagency Agreement acceptance was signed on April 5, 2012. The TSTS and its training facilities are being revitalized to serve as the primary training facility. FAs require specialized facilities to prepare them to perform their security missions.

**Figure 1: LSS Newly Capitalized Assets**

Newly Capitalized Assets at OST LSS		
Asset Type	Property ID	Property Name
Building	TSTS-LSS	LSS (VMF Building 470)
Building	TSTS-LSS-Warehouse	Warehouse Storage (Building 572)
OSF	TSTS-LSS-VWR	Vehicle Wash Rack (Building 471)
OSF	TSTS-LSS-Road	Site Primary Road
OSF	TSTS-LSS-TA Road	Training Area Road
OSF	TSTS-LSS-PL	Paved Parking Areas
OSF	TSTS-LSS-Fence	Site Fencing
OSF	TSTS-LSS-Dock	Vehicle Loading Dock-Ramp
Land	FC-LSS Land	Site Land

The lease of buildings 2036, 2033, and 2034 at the TSTS expired on May 31, 2013, and will not be renewed. This lease consisted of 25,379 GSF.

The fire protection system at the Albuquerque Aviation site has been replaced with a High Expansion Foam Fire Suppression Deluge System to serve the site’s 42,000-SF aviation hangar. The revitalization and renewal of the Aviation facility based in New Mexico is a major priority for OST.

Moreover, OST has completed design projects which include:

- Oak Ridge Electrical Main Distribution and Design
- Oak Ridge Drainage Design
- LSS Drainage Design
- Aviation Strategic Plan

OST has additional projects planned and most are not large in scale or dollar value. These projects consist of infrastructure upgrades, renovations, and new facilities that will be within the general plant projects' threshold limits of less than \$10 million.

## 5.0 Future Vision and Core Capabilities

### 5.1 Near Term (FY 2014 to FY 2018)

OST does not anticipate a change in mission during the near term, or tactical planning horizon. However, if an increasing workload requirement develops, this will place more stress on aging facilities and require OST to reassess the ability of existing facilities to support the accomplishment of OST's mission.

OST has completed the assessments of all owned and leased buildings and trailers, including OSFs, with the exception of the newly acquired LSS. The assessment of the LSS will be completed when funding becomes available. After the LSS is complete, OST will determine whether existing facilities should be demolished, decommissioned, or refurbished. OST is currently reviewing other opportunities for consolidation of operations to reduce the overall operations footprint and still accomplish OST's mission.

OST manages a diverse portfolio of facilities that are geographically dispersed. By the end of 2013, the strategic initiative is to complete a long-term integrated plan for all OST facilities. According to the OST Strategic Plan (March 2012), revitalization of OST facilities has become a major component of strategic initiatives. In the near term, the revitalization of its facilities has become a priority. The TSTS training facility is the first major priority for OST to revitalize and restructure. It is the main training facility, and there are several projects that are ongoing at TSTS in efforts to sustain core capabilities and meet mission requirements. The ongoing projects at TSTS are lighting and emergency generator system upgrades and refurbishing, classroom renovations, site/civil improvements, and campus security upgrades.

OST recently acquired a warehouse, along with office and storage space, at the LSS consisting of 69,147 GSF, including a wash rack and land consisting of approximately 39 acres. OST has consolidated all logistic operations to this location. New projects in the design-build phases at this site are underway. Acquiring this facility has allowed OST to vacate Department of Defense (DoD) leased space, otherwise identified as "Area 2000". The leased space included 25,379 GSF and expired on May 31, 2013. The result of this consolidation effort is that OST operations in Arkansas now reside solely on DOE property.

OST does not anticipate significantly impacting ancillary support functions as a result of the planned consolidation of operations or footprint reductions. OST currently operates with administration and subcontractors that support logistics, training, and other specialized services such as IT.

OST must maintain assets to support current and future missions based on changing customer needs, budgets, and other variables. OST and NNSA goals promote key strategic initiatives critical for success. Modernizing OST's fleet of vehicles and facilities requires a substantial investment coupled with an integrated, long-term strategy and plan. Essential parts of the plan include elimination of outdated assets, refurbishment of

existing assets to extend their life, and procurement of new assets to support the security of cargo. Furthermore, because consistent communication is integral to the success of the OST mission, it is imperative that the infrastructure is set in place to facilitate valid, reliable, secure, real-time communication.

## **5.2 Long Term (FY 2019 to FY 2033)**

OST does not anticipate a change in mission during the long term, or strategic planning horizon. OST's long term plan is to address facility needs, requirements, and conditions in preparation for workload changes.

Potential capability and capacity gaps for OST include antiquated facilities which will be reaching the end of their useful design life and will no longer support OST's mission. Additionally, existing training facilities and sites will require significant modifications or complete replacement to ensure FA safety, mission integrity, and transition to modernized training facilities to enable OST to fulfill its national security mission, for example, the PTIUF at AOCC. Strategic initiatives in mission support equipment, planning and project management, and improvement in process and performance are key areas identified that will need to be planned to accomplish the goals set forth by NNSA and DOE. Accomplishing these strategies requires a commitment to continuously monitor, evaluate, and improve OST facility operations. As such, it is vital that these initiatives become incorporated into the long-term plan for OST's future.

In order for the facilities and related infrastructure to continue to support OST's mission, a long-term strategic view is required to ensure that decisions are made to allow for sufficient implementation with little or no impact on the missions. OST will develop and implement an integrated plan for the facilities; consider economic, strategic, and tactical implications; and provide recommendations for the integration and utilization of all facilities across the country. Relay Station infrastructure will be a major component of the strategic initiatives intended to improve efficiency and provide the critical information necessary to ensure mission success. In the efforts to improve organizational business practices and processes, available technology will be utilized to reduce manual processes and implement an organizational approach to risk management for IT environments. When appropriate, replaced communication infrastructure will be decommissioned and excessed.

## 6.0 Real Property Asset Management

OST has three Agent Operations Commands and a TSTS. The facilities are identified as Eastern Command in Tennessee, Central Command in Texas, Western Command in New Mexico, and the TSTS in Arkansas. Facilities at each Command differ in form, but requirements dictate each share the same functional capabilities. Some buildings are not functionally optimal for the OST mission because they were designed to the original facility owner's requirements. Prescribed projects are required to sustain OST's mission-critical assets and demonstrate proper stewardship.

OST has implemented a management-level FB to prioritize facility mission needs and match to existing funding.

### 6.1 Site Footprint (Current and Future)

#### 6.1.1 Current

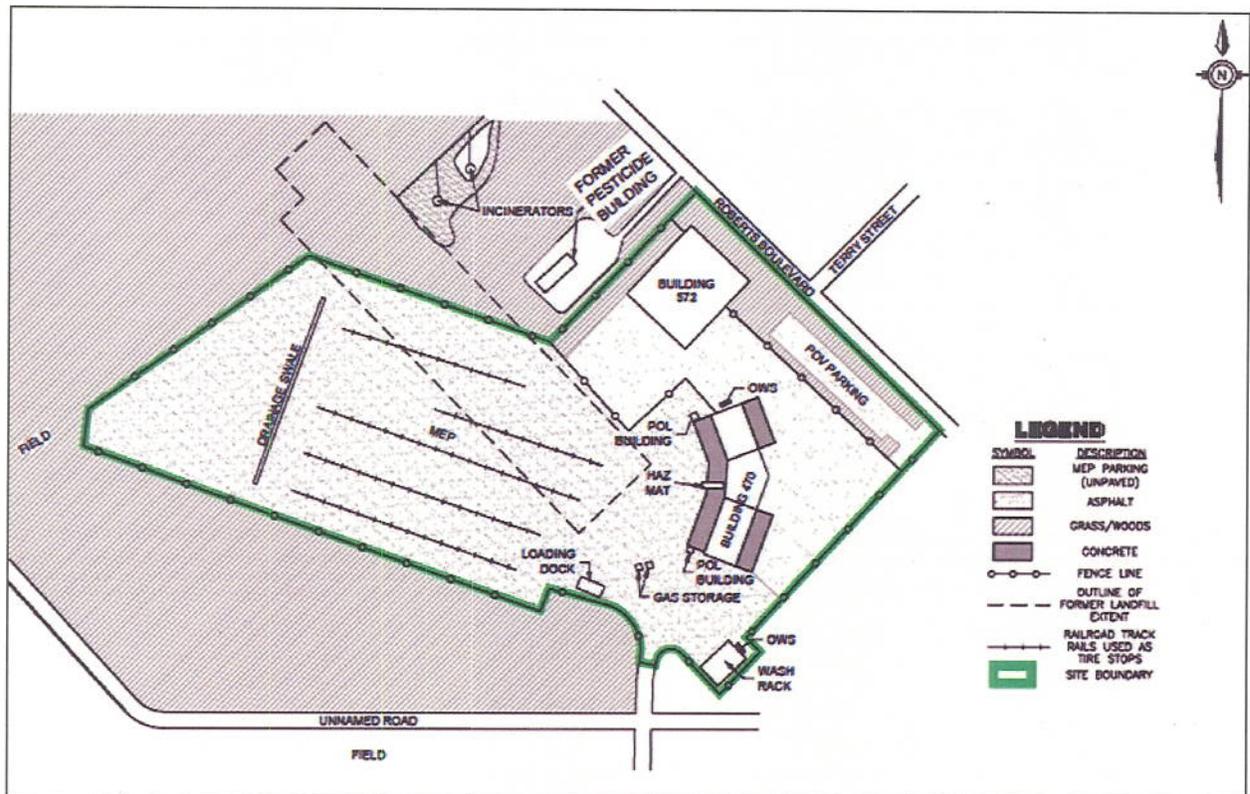
As reflected in the FIMS Real Property database, OST currently owns 278,750 GSF and leases 72,349 GSF for a total of 351,099 GSF of facility space. As a result of the BRAC transfer, OST received 69,147 GSF at the LSS consisting of approximately 39 acres and 69,147 GSF, shown below in figure 2. The projected plan is for OST to consolidate all current TSTS operations within this footprint.

#### 6.1.2 Future

Future improvements include remodeling and new construction. Planned remodeling projects for the existing FA facilities, program-wide, will expand training and other support capabilities by providing space for physical fitness and testing, an Intermediate Use of Force training gym, and classrooms. Planned new construction will consist of six storage magazines and a warehouse at the AOWC site for the consolidation of munitions storage.

Demolition efforts which will help reduce OST's overall footprint include the decommissioning of various trailers that in total will result in a decrease of 7,443 GSF. The FB is currently projecting this project for FY 2014.

Figure 2: LSS (Equipment Consolidation Site 15)



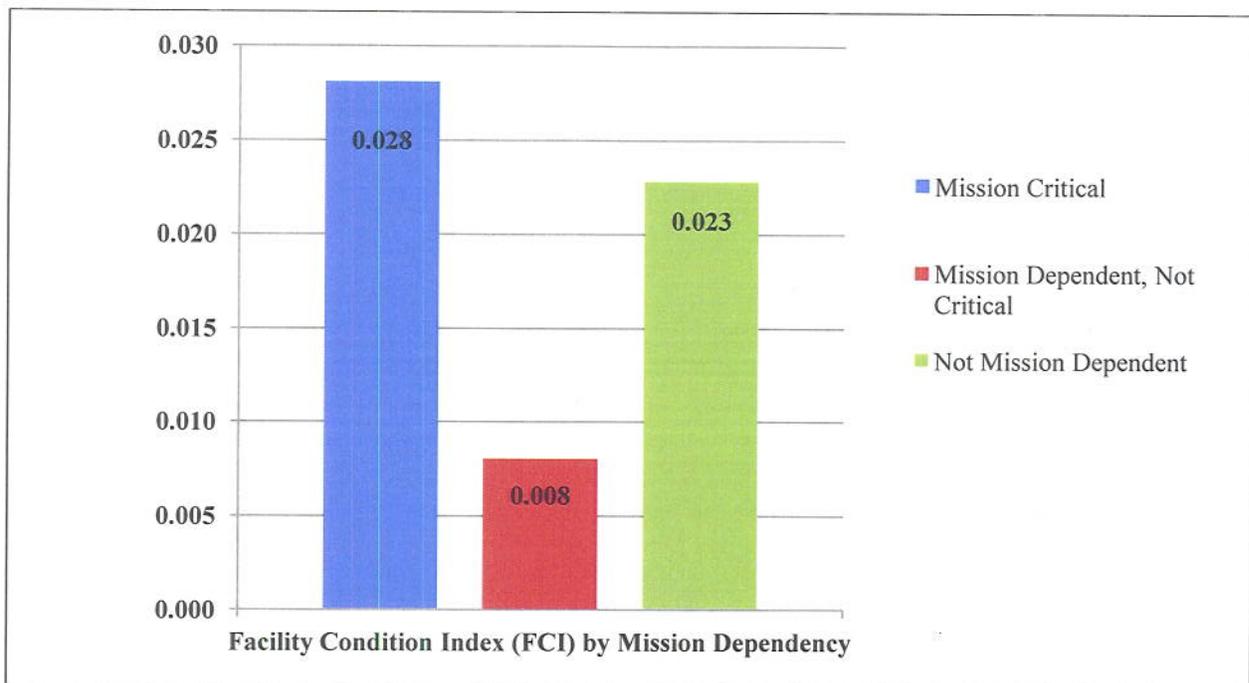
## 6.2 Facility Condition

OST relies on the DOE CAS analysis to assess the physical condition of facilities, systems, and supporting infrastructure. The protocol for CAS analysis is to conduct inspections and associated interviews where data is collected from facility management staff and subject-matter system engineers. The program is deficiency-based, with the focus being on the analysis of deficient systems, recapitalization needs (replace in kind), and modernization requirements. This process supports the mission(s) of each facility asset and supporting infrastructure at the site by streamlining inspections and identifying which assets need revitalization repairs, refurbishment, decommissioning, or replacement. The sites are better informed of their overall readiness status and their assets' conditions. Before a request for funding is submitted, deficiencies are documented and aggregated into project-level definitions and reported to the FB and OST senior management for validation. This process provides a priority basis for asset management decisions for both mission-essential and balance of plant facilities.

OST has implemented a CAS program site-wide to include Aviation, AOEC, AOWC, TSTS, and the relay stations have been completed. The newly acquired LSS is still awaiting a comprehensive CAS and will be completed as funding becomes available. Findings from these assessments will identify needed upgrades to real-property assets based upon the criteria of the upgrades being defined as mission critical, mission dependent, or not mission dependent. These findings and supporting analysis will be

submitted to the FB for prioritization and funding. Life-safety findings will be addressed immediately, and all other findings will be categorized according to American Society for Testing and Materials (ASTM) Uniformat II building element category standards. Figure 3, below, identifies the Facility Condition Index (FCI) by mission criticality. The FCI is used to compare the relative condition of facilities. These indices provide a method of measurement to determine the relative condition of a single asset, group of assets, or the total facility. The FCI is calculated as a ratio and compares the cost of remedying deferred maintenance to the current estimated replacement value. For example, the lower the FCI the lower the need for remedial or renewal funding relative to the facilities value. An FCI of 0.1 signifies a 10% deficiency, which is generally low and an FCI of 0.8 would mean that the asset requires extensive repairs or replacement.

**Figure 3: OST Facility Condition Index**



**6.3 Deferred Maintenance Reduction**

OST is continually reviewing financial options to understand and meet the challenge of reducing the DM growth. The FB is concerned with DM growth and is allocating available funding to projects with quick return. However, anticipated funding is not sufficient to effectively reduce growing DM levels. The FB decision to fund the CAS has resulted in accurate DM figures, which are preferred over the escalated 2003 baseline figures originally utilized. Overall increased funding from multiple funding sources may be required. Based on current funding, OST facilities are in a run-to-fail position (except for critical systems).

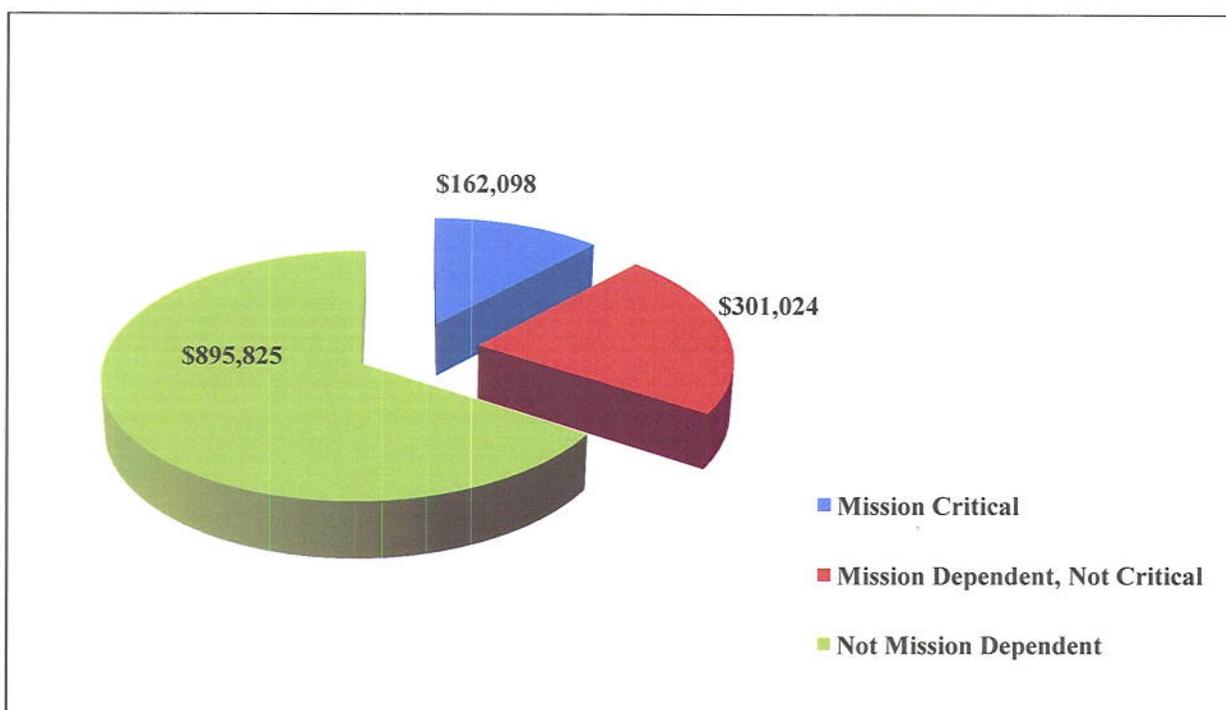
Corporate goals of OST are two-fold:

1. Reduce the DM backlog and growth in a cost-effective manner.

2. Implement industry best practices for managing facility maintenance such that facility conditions are maintained in a safe and operable condition.

DM is defined as maintenance that was not performed as determined by the manufacturer's specifications or was scheduled but delayed until a future maintenance cycle. For purposes of this standard, maintenance is described as the act of keeping fixed assets in a safe and acceptable operating condition. It includes preventative maintenance, typical repairs, replacement of parts and structural components, and other activities needed to preserve the asset so that it continues to provide safe and acceptable services and achieves its expected life. Maintenance excludes activities aimed at expanding the capacity of an asset or otherwise upgrading it to serve needs different from, or significantly greater than, those originally intended.

**Figure 4: Deferred Maintenance Amount by Mission Dependency**



#### 6.4 OST Space Consolidation

OST considers its space consolidation initiative a best practice for energy intensity reduction. Drivers for this initiative include reducing energy consumption, reducing operating costs, avoiding future investment costs, improving space utilization, and improving the quality of OST's active facilities. All space consolidation efforts are balanced against mission need, DOE/NNSA requirements, facility condition, cost of renovation, and employee safety and health. The FB takes all these elements into consideration in prioritizing facility projects.

As a result of the acquisition of the LSS and the necessary upgrades that have been implemented, a consolidation review of TSTS facilities was performed. The disposition of the buildings was determined to be feasible, the assets were returned to the owner and the lease was then allowed to expire without renewal.

The TSTS lease, which includes 25,379 GSF in Fort Chaffee, Arkansas, expired without renewal on May 31, 2013. This footprint decrease is reflected in figure 8, OST Footprint Projection, located in appendix H.

## **6.5 Sustainability/Energy**

OST has strategically allocated some funding for sustainability and energy projects, which include the installation of electrical metering at various locations. Utilizing electronic metering allows real-time measurement of electrical usage to better manage utility consumption and demand. This is a two-phase process. Phase one consists of the installation of advanced metering at the OST Aviation facility, Kirtland Air Force Base, New Mexico. The second phase is the establishment of sustainability projects which target energy reduction requirements and initiatives.

The installation of occupancy sensors at AOWC and the implementation of high-performance lighting solutions that bring daylight into interior spaces where traditional skylights and windows cannot are two examples of OST's sustainability initiatives that are funded and being executed.

Even though sustainability projects are not specifically identified, all OST projects are planned with the intent of meeting sustainability and energy reduction measures.

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## Appendix A: NNSA Missions

Code – M5

Mission – Continuing Management Reform

Description – Managing and securing the nation’s nuclear weapons, nuclear non-proliferation, and naval reactor programs. It also responds to nuclear and radiological emergencies in the United States and abroad. Additionally, NNSA FAs provide safe and secure transportation of nuclear weapons and components and special nuclear materials along with other missions supporting the national security. (From Narrative Guidance, page 12, May 3, 2013)

## Appendix B: NNSA Programs

Program – Office of Secure Transportation

Description – The OST mission is to provide a capability for the safe and secure transportation of nuclear warheads, components, and materials that will meet projected DOE, DoD, and other customer requirements. (From Narrative Guidance, page 12, May 3, 2013)

## Appendix C: NNSA Core Capabilities

Core Capability Code – C8

Function – Transportation

Capability – This is the safe and secure transport of nuclear weapons, components, and materials that will meet projected DOE, DoD, and other requirements. (From Narrative Guidance, page 13, May 3, 2013)

## Appendix D: NNSA Special Interest Activities

No response is required by OST.

## Appendix E: Acronyms

ACI	Asset Condition Index
AOCC	Agent Operations Central Command
AOEC	Agent Operations Eastern Command
AOWC	Agent Operations Western Command
ASTM	American Society for Testing and Materials
BRAC	Base Realignment and Closure
CAS	Condition Assessment Survey
CD	Critical Decision
DM	Deferred Maintenance
DoD	Department of Defense
DOE	Department of Energy
ECS	Equipment Consolidation Site
EISA	Energy Independence and Security Act
ESAAB	Energy Systems Acquisition Advisory Board
FA	Federal Agent
FAF	Federal Agent Facility
FB	Facilities Board
FCI	Facility Condition Index
FIMS	Facilities Information Management System
FIRP	Facilities and Infrastructure Recapitalization Program
FY	Fiscal Year
FYNSP	Future Years Nuclear Security Program
F & I	Facilities and Infrastructure
GSF	Gross Square Feet
IT	Information Technology
ITP	Innovative Technology Partnership
KW	Kilowatt
LSS	Logistics Support Site
MOUT	Military Operations Urban Terrain
MEMF	Mobile Electronic Maintenance Facility
NNSA	National Nuclear Security Administration
O&M	Operations and Maintenance
OSF	Other Structures and Facilities
OST	Office of Secure Transportation
PT/IUF	Physical Training / Intermediate Use of Force
RPAM	Real Property Asset Management
RTBF	Readiness in Technical Base and Facilities
SF	Square Feet
SSP	Site Sustainability Plan
STA	Security Transportation Authorization
TSTS	Transportation Safeguards Training Site
TYSP	Ten-Year Site Plan
VMF	Vehicle Maintenance Facility

## Appendix F: Site Overview and Snapshot Template

<b>Location:</b> Albuquerque, New Mexico	<b>Contractor Operator:</b> N/A
<b>Type:</b> Secure Transportation Asset Program	<b>Responsible Field Office:</b> N/A
<b>Website:</b>	<b>Site Manager:</b> Jeffrey P. Harrell

### Site Overview

OST facilities are geographically dispersed among several sites in the states of Tennessee, New Mexico, Texas, Arkansas, Idaho, Maryland, Missouri, and South Carolina. The OST facilities located in Texas are addressed in the Pantex Site submission of its TYSP. Those OST facilities are mentioned within this TYSP for illustrative and OST-funding planning purposes. OST does not anticipate a mission change during the period of the TYSP; however, national security priorities may significantly change during this period of time.

OST must plan all facilities construction, renovation, and maintenance from existing program funding. Funds associated with RTBF or other programs have NOT been made available to OST.

#### Real Property

1,475 Acres (Leased and Owned)  
 69 Building and Trailers

271,307 GSF Active and Operational  
 7,443 GSF Non-Operational  
 72,349 GSF Leased and Permitted

#### FY 2012 Funding by Source

Total Site Operating Cost:	\$10,338,040
Total NNSA Funding:	\$226,591,324
Total DOE (Non-NNSA) Funding:	\$0
Total Other Funding	\$0

Replacement Plant Value: \$82,548,953

Deferred Maintenance: \$1,358,947

#### Facility Condition Index

Mission Critical	0.028
Mission Dependent	0.008
Asset Utilization Index (Overall)	98%

Figure 5: FY 2013 Funding by Source

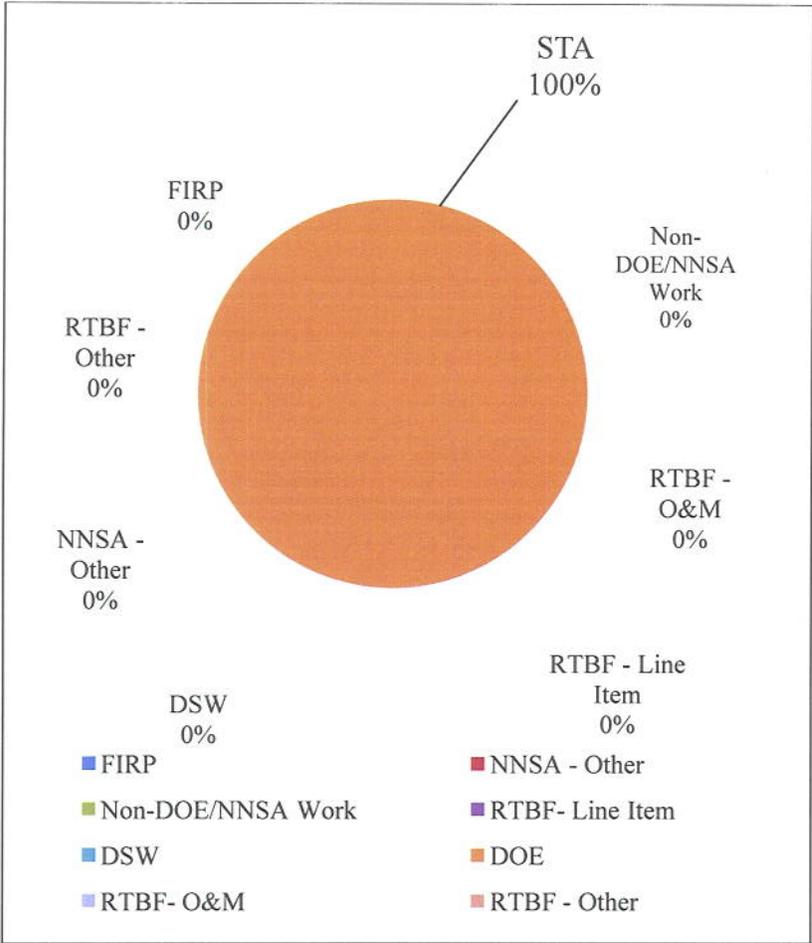
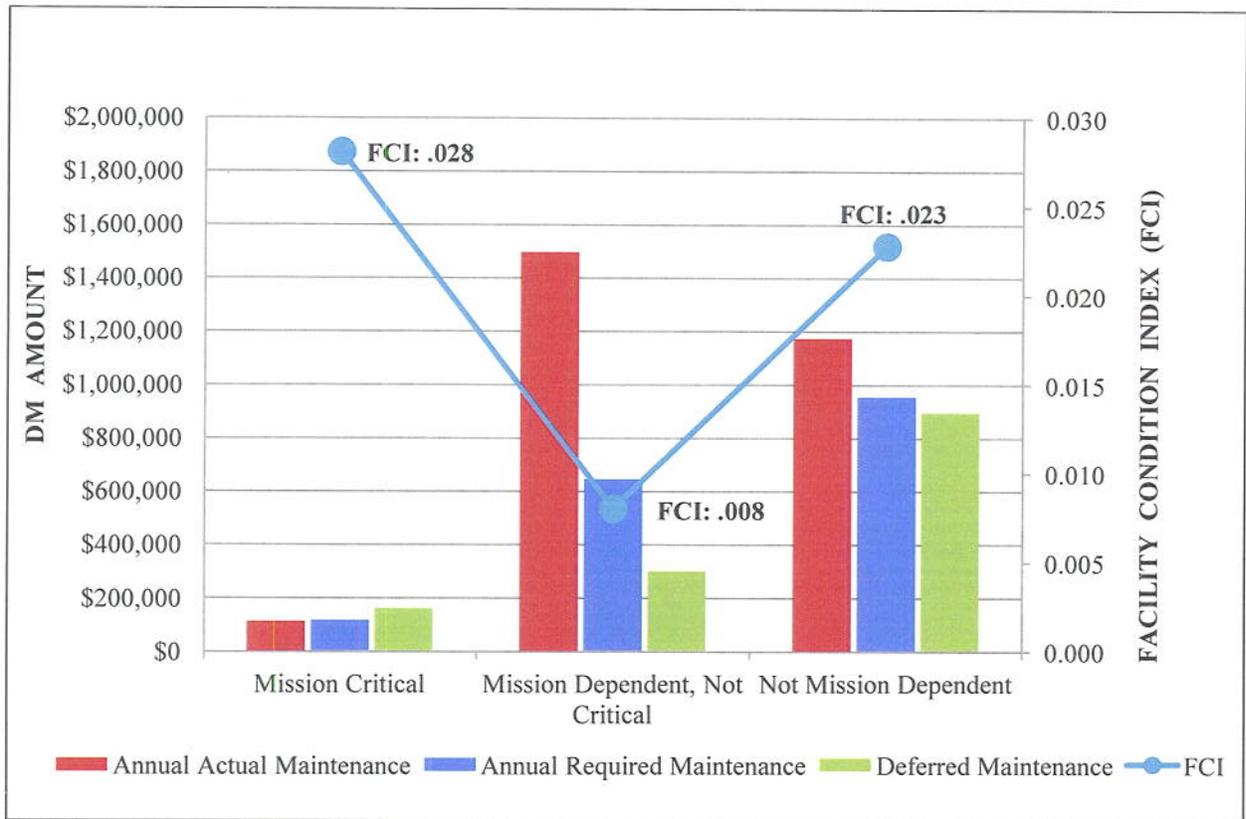


Figure 6: Maintenance and Facility Condition Index by Mission Dependency



## Appendix G: Real Property Asset Management Template

The following template reflects the real property asset values found in the FIMS database. This incorporates all owned assets, including the newly acquired land at the LSS. The DM number reflected in this snapshot has decreased due to current condition assessment results. This data is a snapshot reflecting FY 2012 year-end figures.

**Figure 7: FY 2012 Site Infrastructure Data Snapshot**

FIMS 200 – FY 2012 Owned Infrastructure Data Snapshot

Program Office All  
 Field Office Secure Transportation  
 Sites All  
 Year 2012

Total Bldg, Trailer, and OSF RPV (\$) (Less 3000 Series OSFs)		\$85,845,223.88					
Total OSF 3000 Series RPV (\$)		\$0.00					
Total RPV (\$)		\$85,845,223.88					
Total Deferred Maintenance (\$)		\$2,833,940					
Total Owned Acreage		488.30					
Site-Wide ACI (B, S, T – Excluding 3000 Series)		0.967					
OSF 3000 Series ACI							
			#Building Assets	#Trailer Assets	#OSF Assets	GSF (Bldg)	GSF (Trailer)
Asset Condition Index (B, S, T) <sup>1</sup>	Mission Critical	0.962	8	1	10	11,346	1,807
	Mission Dependent	0.99	19	4	8	98,252	4,971
	Not Mission Dependent	0.952	11	17	31	128,868	33,506
			#Building Assets	#Trailer Assets		GSF (Bldg)	GSF (Trailer)
Asset Utilization Index (B, T) <sup>2,3</sup>	Office	87.47	6	11		31,954	26,984
	Warehouse	97.56	12	3		95,003	3,392
	Laboratory		0	0		0	0
	Hospital		0	0		0	0
	Housing		0	0		0	0

B=Building; S=Structure; T=Trailers

<sup>1</sup>Criteria includes DOE-owned buildings, trailers, and OSFs(excludes series 3000 OSFs).

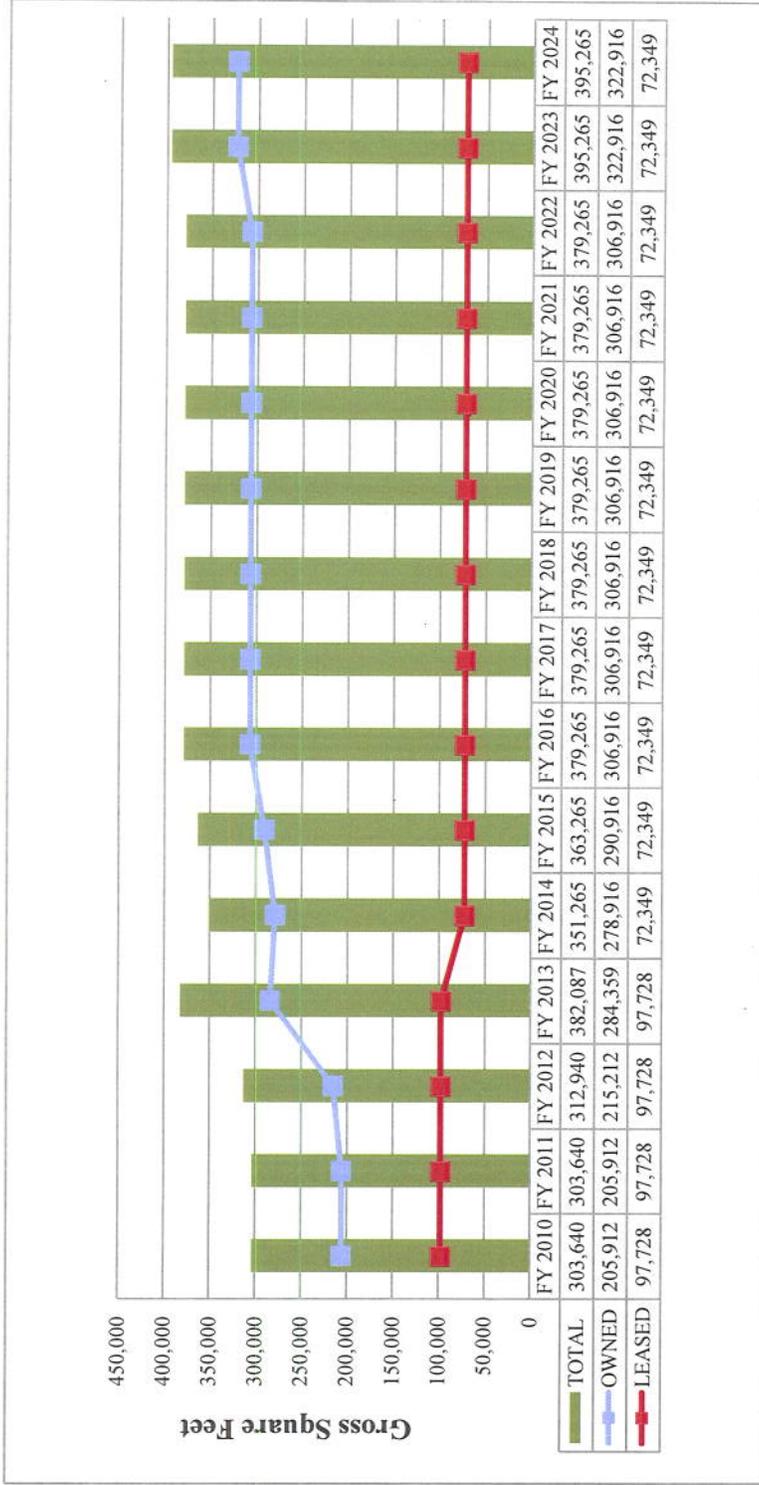
<sup>2</sup>Criteria includes DOE-owned buildings and trailers.

<sup>3</sup>Only includes assets with usage codes that fall into these five Federal Real Property Council categories. Other usage codes are not included.

## Appendix H: Site Footprint (Current and Future) Template

OST currently owns 278,750 GSF and leases 72,349 GSF for a total of 351,099 GSF of facility space. This is consistent with the current data represented by the FIMS database. The total includes 69,147 GSF from the LSS recently acquired on April 5, 2012. GSF figures were updated as a result of the FY 2012 validation of the FIMS database and recently completed CAS. The following graph, Figure 8, depicts current FIMS data in order to project the future OST footprint.

Figure 8: OST Footprint Projection (Buildings and Trailers)



### Appendix I: Deferred Maintenance and Facility Condition Index Template

The OST DM amount reported in previous TYSPs has been modified as a result of condition assessment surveys that were completed. The initial assessment data provided by Honeywell Corporation in 2006 was used as a source document to establish a baseline for FY 2003. OST performed an analysis of the existing FY 2003 baseline making adjustments in attempt to more accurately reflect the DM position. The results of this effort are shown until FY 2012 and can be observed below in figure 9. Thereafter, as seen in figure 9, a significant decrease in the 2013 DM is the direct result of the OST CAS efforts that were recently completed. The escalated DM figures reported in 2012 and prior years had been escalated and projected without a defensible assessment. The current DM amounts are included and supported in the CAS reports.

Figure 9: Planned Real Property Expenditure by Mission Dependency

