



## Hampton Roads Military and Federal Facilities Alliance Federal Legislative Priorities for FY2023

### Defense Authorization and Appropriations Issues

- **Public Shipyard Revitalization:** Authorization for funding was included in the FY22 NDAA bill that represents the first significant effort by Congress to fund SIOF. Congress remains frustrated by the timeline and lack of progress by Navy on SIOF and has increased its oversight. We appreciate the Virginia Congressional delegation's continued strong advocacy on SIOF and urge them to continue ensuring funding for SIOF is included in future year's budgets.
- **Continued Support for F-22 FTU Beddown at Joint Base Langley-Eustis:** As a result of Hurricane Michael and significant damage to Tyndall Air Force Base, the Air Force decided to realign the F-22 mission from Tyndall to other F-22 installations across the country. JBLE-Langley has been selected to host the F-22 Formal Training Unit (FTU), and the required Environmental Impact Statement is complete. However, there is a \$286 million shortfall in Air Force Natural Disaster Recovery (NDR) MILCON funds to support Langley AFB, Tyndall AFB, and Offutt AFB beddown and recovery efforts. We ask for your continued support of the Air Force's FY23 unfunded NDR requirement and F-22 FTU beddown funding and vigilance to ensure this beddown becomes a reality at Joint Base Langley-Eustis.
- **Homeporting Additional Manned and Unmanned Ships in Hampton Roads:** The number of conventional ships homeported in Hampton Roads has declined by at least 21 vessels in the last decade. We request your help in reversing this trend. With studies in place to realize a Navy of somewhere between 355 and 500 ships, Hampton Roads is well-positioned to take advantage of an increase in ship building and ship repair activities, bringing to bear the region's superb work force and infrastructure to accomplish this work. The Hampton Roads region recognizes that the Navy, as part of the National Defense Strategy, will rely heavily on both manned and unmanned surface and undersea vehicles in the coming years. Industries already located in the Hampton Roads region are working on these projects. We would ask that the Delegation seek to urge the Navy to consider our region for pilot projects and hosting of these new capabilities. Aligning these capabilities next to the fleet will be critical to testing their integration into the Navy's fighting concepts. We request your help in getting additional manned and unmanned ships homeported in Hampton Roads.





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- **Authority for the Corps of Engineers to include Federal Lands in Holistic Coastal Resiliency Studies:** After Superstorm Sandy in 2012, Congress authorized the U.S. Army Corps of Engineers (USACE) to conduct a North Atlantic Coast Comprehensive Study. This study recommended seven specific coastal areas for detailed further assessment, to include the City of Norfolk. This study is complete and the final Chief's report was submitted in December 2018. The study did not include federal properties and military installations within the city limits. This exclusion of federal land from the study was due to several reasons, including restrictions on not being able to use non-DoD funds (i.e., Civil Works funds) to study DoD lands and the current Congressionally imposed 3x3 rule for feasibility studies (3-year duration, \$3 million max) limits size of an area to be studied. Hampton Roads is home to many DoD and other federal facilities. To develop comprehensive solutions to sea-level rise and persistent flooding in the region, holistic studies, to include federal property, must be conducted. We request your support for legislative language to require USACE to include federal property in their feasibility studies and increase the limits of the 3x3 rule for studies that include federal lands. We also request your support for lifting the Congressionally imposed cap of 10 such studies each year so the backlog of these studies can be addressed. A 3x3 study project on the Hampton Roads Peninsula is currently awaiting approval and funding and the legislative language will help to ensure that other federal property is included in this study. With seven different federal agencies with facilities along the coastline on the Peninsula, the study would be a perfect opportunity to test the concept of this expanded authority. We request inclusion of this language in any forthcoming WRDA legislation.
- **Incentives to Reduce Child Development Center Provider Vacancies:** Military Child Development Centers (CDCs) are carrying large waiting lists for childcare, placing an undue burden on our servicemembers. For example, Joint Base Langley-Eustis (JBLE) has the largest waitlist in the Air Force with 851 children on the list. Adding to this problem are the significant number of vacant provider positions at military CDCs given current pay and incentives packages. If JBLE could fill their 51 vacant provider positions they could care for 229 more children. Current OSD policy allows CDCs to offer a 20% discount on the cost of childcare to providers who work there. Request your support for increasing this discount to 100% of the cost of childcare for CDC workers. This will provide a significant incentive to attract CDC providers, drastically reduce current waiting lists, increase employment opportunities for military spouses, and optimize use of existing CDC infrastructure all for essentially no cost to DoD.



- **Additive Manufacturing in Ship Repair:** Request your support for studying the feasibility of establishing an additive manufacturing “center of excellence” for ship repair/ship building in Hampton Roads. Additive manufacturing is a truly disruptive technology that has the potential to revolutionize a number of manufacturing capabilities. Future budgets for the Department of Defense are expected to be tight so more should be done to study how greater efficiencies can be gained from new and disruptive technologies in traditional manufacturing processes. The study would look at what additive manufacturing capabilities are possible and feasible. It would also look at what type of public-private partnerships could be developed to integrate these capabilities into traditional ship repair and ship building processes to ensure that Hampton Roads remains on the cutting edge of these manufacturing processes.
- **Military Construction:** Support the President’s FY2023 budget request of \$246.2 million for military installations in Hampton Roads. These projects include:
  - \$16.9 million for a Submarine Logistics Support Facility at Naval Station Norfolk
  - \$155 million in incremental funding for Submarine Pier 3 at Naval Station Norfolk
  - \$47.72 million in incremental funding for Dry Dock Saltwater System for CVN-78 at Norfolk Naval Shipyard
  - \$26.6 million for a SOF Operations Building Addition at Dam Neck Annex
  - Restoration of MILCON project funding that was diverted for the border wall
    - \$18.5 million for a DLA Hazmat Warehouse at Naval Station Norfolk
    - \$22.5 million for a DLA Hazmat Warehouse at Norfolk Naval ShipyardAlso support the following projects submitted on individual service Unfunded Priorities Lists (UPL):
  - Air Force UPL item for a \$10.5 million Intelligence Group Facility for the Air Force Reserve at Langley AFB
  - Marine Corps UPL item for a \$10.4 million G/ATOR Support Facilities, Marine Forces Reserve at Dam Neck Annex
  - Air Force UPL item for \$286 million for Natural Disaster Recovery projects at Langley AFB, Tyndall AFB, and Offutt AFB
- **Defense Community Infrastructure Program Funding:** The FY2019 NDAA authorized DoD to make grants to help state and local governments address community infrastructure deficiencies that support or impact military installations. The authorized program requires a minimum 30% cost share unless it is a rural community or for national security priority projects, thus leveraging state/local



funds to support military readiness. The last several defense appropriations bills included funding for DCIP and the Biden Administration requested funding in their FY22 budget as well. Hampton Roads has benefited from DCIP in previous cycles and would benefit again with continued funding for this program. For FY2023, we request your support for appropriating the full authorized amount of \$100 million for the program to improve military readiness through community infrastructure projects that benefit our military installations. The Association of Defense Communities also strongly supports this initiative.

- **Army Watercraft Service Life Extension Program (SLEP) Unfunded Request:** Request your support for the Army's \$14.144 million Unfunded Priority List (UPL) item #22, Watercraft Modernization: SLEP Landing Craft Utility (LCU). The funds induct an additional LCU into the SLEP in FY23 and six Modular Causeway Systems to support Army's watercraft transformation strategy. Several of the LCUs are homeported at Fort Eustis and will benefit from modernization of these systems which are critical to operations in the INDOPACOM theater.

### **Other Federal Government Authorization and Appropriations Issues**

- **Establish an East Coast High Performance Data Facility at Jefferson Lab:** Advocate for the Department of Energy to take the next steps toward constructing a world-class High Performance Data Facility (HPDF or "supercomputer") at Jefferson Lab in Newport News.
- **NASA Enhanced Use Lease Authority Extension:** Support an extension or reauthorization of enhanced use lease (EUL) authority. NASA received only a one-year extension of this authority in the FY22 omnibus spending bill. Uncertainty around whether it will be extended again could discourage development of other EUL projects. Request support of a longer-term extension or making the authority permanent like the Department of Defense. NASA Langley benefits from receipts of EUL funds distributed to Centers for COF maintenance projects and could also use this authority locally in the future.
- **SBIR Phase II Flexibility:** NASA Langley leads the Agency with SBIR activity and highest dollar amount, including for Phase II SBIRs. SBIR Phase II flexibility will give NASA the ability to support rapid R&D of spaceflight technologies to benefit the lunar campaign. This flexibility includes a pilot program to award Phase II to a small business without having awarded a Phase I. A small group of federal agencies have this flexibility under a pilot program; adding NASA to the list of agencies will increase our flexibility to immediately fund development of technologies that could help us return to the lunar surface.





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- **Civilian Commercialization Readiness Pilot Program (CCRPP)**  
**Authorization:** NASA currently has authority to allocate 10% of SBIR and STTR funds to post Phase II awards. This caps at about \$14M annually. If NASA used maximum award to \$4.5M with matching funds, the program would be limited to three awards annually. We request an additional 10% in the authorized percentage to be used for lunar exploration activities.
- **Urban Area Security Initiative (UASI) Funding for Hampton Roads:** UASI is a Department of Homeland Security grant program that assists high-threat, high-density urban areas in efforts to prevent, protect against, mitigate, respond to and recover from acts of terrorism. Request your support to ensure DHS appropriately accounts for the risk associated with large military populations and impact to national security when determining their funding amounts for UASI regions like Hampton Roads.
- **Corps of Engineers Civil Works Funding for Norfolk Coastal Storm Risk Management (CSRМ):** Norfolk is a global security hub, home to the largest naval base in the world, U.S. Fleet Forces Command, numerous federal facilities and the only North Atlantic Treaty Organization command on U.S. soil. On February 5, 2019, Lt. Gen. Todd T. Semonite, Chief of Engineers and commanding general of the U.S. Army Corps of Engineers, signed the Chief's Report recommending the study's findings for Congressional authorization. The study recommended structural and non-structural measures that will reduce the risk of damage from water surge resulting from a coastal storm. In addition, the recommendations from the study protect critical infrastructure supporting the installations as well as the overall city that is home to active-duty service members, their families, and veterans. We sincerely thank you for your support of the \$249 million contained in the 2021 Infrastructure Investment and Jobs Act for the Norfolk CSRМ. We ask for your continued support and advocacy for the remaining \$1.1 billion in project funds to fully implement the CSRМ and protect the City of Norfolk and the vital national security infrastructure and personnel it hosts.

