



# Hampton Roads Military and Federal Facilities Alliance

## Legislative Priorities for Fiscal Year 2019

### **Defense Authorization and Appropriations Issues**

- **Military Aviation and Installation Assurance Siting Clearinghouse – Offshore Drilling:** The Military Aviation and Installation Assurance Siting Clearinghouse does not review applications for offshore drilling or wind permit processes. Instead, the Office of Under Secretary of Defense for Personnel and Readiness is responsible for evaluating the impact of these activities. HRMFFA is concerned that splitting the responsibility for different types of energy projects undermines the intent behind the creation of the Military Aviation and Installation Assurance Siting Clearinghouse to consider the comprehensive impact to military installations as well as operational, test and training ranges from energy projects and to ensure compatible development to preserve mission capabilities. We request your support for report language consolidating responsibility for offshore energy project development planning and mission compatibility processes to the Military Aviation and Installation Assurance Siting Clearinghouse.
- **Center for Global Challenges at William & Mary:** Providing students, particularly military personnel and their civilian counterparts, with a comprehensive program on whole of government education is an important step in addressing this broad national challenge. The National Security Strategy (NSS) released in December 2017 prioritizes a whole of government approach to dealing with our nation’s top national security needs, and stresses the importance of training in inter-agency cooperation. We request your support for report language urging the Department of Defense to take advantage of these educational and training programs for DoD personnel, particularly mid-grade officers from all the services and DoD components. It is important for these officers to take advantage of opportunities to engage with students from other Departments and learn lessons about how whole of government efforts can enhance and meet our national security objectives.
- **Return to Regular Budget Order:** “Let me be clear: As hard as the last 16 years of war have been on our military, no enemy in the field has done as much to harm the readiness of the U.S. military than the combined impact of the Budget Control Act’s defense spending caps, worsened by operating for 10 of the last 11 years under continuing resolutions of varied and unpredictable duration.”, testimony of Secretary Mattis before the House Armed Services Committee, February 6, 2018.



Continuing resolutions have a negative impact on the readiness and training of our military forces. The cumulative harmful effects of starting the fiscal year under a CR for the last nine years in a row cannot be overstated. This practice needs to end. With Congress having adopted a two-year budget agreement, we urge you to ensure DoD and the military facilities in Hampton Roads do NOT start FY2019 under the crippling effects of another CR.

- **Military Construction:** Support the President's FY2019 budget request of \$57.8 Million for military installations in Hampton Roads. These projects include a ship maintenance facility at Norfolk Naval Shipyard (\$26.12M), an Air National Guard cyber operations facility at Joint Base Langley-Eustis (\$10.0M), two Defense Logistics Agency fuel facilities projects at Joint Base Langley-Eustis (\$12.7M) and weapons magazines at Dam Neck Annex (\$8.96M).
- **Optimization of Demolition Funding:** The Department of Defense has sought significant increases in Facilities, Sustainment, Restoration and Modernization (FSRM) funding specifically for demolition of facilities that do not meet operational requirements, and in some cases, hinder the readiness of the military across the globe. We urge your support for report language directing the Department of Defense to develop a process for prioritizing funding and identifying buildings and facilities for demolition to maximize operational impact.
- **Combat Adversary Air (ADAIR) for the F-22 at Joint Base Langley-Eustis:** The Air Force is unable to generate enough Adversary Air (ADAIR) sorties to meet training and readiness requirements. Today's annual ADAIR sortie shortfall of 30,000 is expected to double to 60,000 by FY2030 without action to address. In March 2016, Air Combat Command tasked the Acquisition Management and Integration Center (AMIC) for a business case analysis of organic and outsourced alternatives: a contractor-owned, contractor-operated solution emerged as the best option. Installations with the greatest impact on readiness and pilot production are the focus of this contract effort. If feasible, the installation provides limited on-base operations and maintenance work space, ramp space, hangar space (on a non-interference basis) and fuel. The contractor provides aircraft, pilots, maintenance, support equipment and logistics support. We request your support for this program.
- **Public Shipyard Revitalization:** Language was included in the FY2018 NDAA and Defense Appropriations bills requesting a plan for revitalization and optimization of the Norfolk Naval Shipyard. We urge your support for the \$21 billion plan to bring public shipyards to a 21<sup>st</sup> century standard of performance and efficiency.
- **DoDEA Grants for National Math and Science Initiative (NMSI):** NMSI has been serving schools educating children of active-duty military personnel since 2010. They receive about a quarter of their funding through DoDEA grants.

NMSI is already serving numerous high schools in the Hampton Roads area and recently provided a \$4M grant to extend the program to all Virginia Beach high schools. They are currently working to expand the program to 100% coverage of all Hampton Roads public high schools serving military children, but continued DoDEA funding is needed to make that happen.

- **Homeporting Additional Ships in Hampton Roads and Critical Role of Ship Repair:** Over the last several years, through decommissioning and other means of attrition, Hampton Roads has lost approximately 20 non-nuclear surface ships that called Hampton Roads home. With all newly-commissioned fossil fueled ships being homeported elsewhere, the impact on the private-sector ship repair industry in Hampton Roads would be devastating in terms of atrophy to a vital economic and national security asset. This reduction of capacity would impact not only the Navy, but also no less than 260 Hampton Roads companies supporting and performing ship repair and construction. HRMFFA requests full CODEL support to promote replacement of displaced surface ships in Hampton Roads to avoid the loss of economic vitality in the region as well as to ensure the continued strength of this critical national security industrial capability.

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

- **NASA Research:** Support the President's proposed FY2019 budget for NASA Langley Research Center.
- **NASA Unmanned Systems Research:** The NASA Langley Research Center is a key research facility for integrating unmanned systems into the national airspace. HRMFFA seeks support from the delegation to secure language promoting NASA Langley as the lead NASA UAS research center.
- **Ion Collider Project at Jefferson Lab in Newport News:** The ion collider facility would bring an estimated \$1.0 billion in spending and 4,974 jobs to the Commonwealth during the seven to 10 years of construction. Of that, \$557 million in spending and 4,050 jobs would be in Hampton Roads. It will take another few years for the Department of Energy to determine if and where it will be built.
- **Construction of the VA South Hampton Roads Health Care Center:** Maintain momentum for timely construction of a VA health care center in South Hampton Roads. The lack of capacity at the Hampton VA Medical Center to meet the needs of the growing veteran population in Hampton Roads has had a negative impact on the quality and timeliness of care to veterans. This new facility will accelerate the scheduling of appointments and lessen the transportation burden for veterans in this area now forced to use the main hospital in Hampton.

- **Corps of Engineers Civil Works Budget for Hampton Roads Waterways:** Support funding for continued maintenance dredging requirements as well as deepening and widening of Hampton Roads channels to accommodate Post-Panamax ship port calls and naval operations. On November 8, the US Army Corps of Engineers (USACE) published its draft report for the deepening and widening of Norfolk Harbor and Channels. The report recommends an additional two feet of depth in the Atlantic Ocean Channel to 59 feet and an additional foot of depth and 200 feet of width in Thimble Shoal Channel to 56 feet deep and 1,200 feet wide. In order to move forward, Congress must modify the original 1986 authorization to include the additional depth and width in an upcoming Water Resources Development Act (WRDA) bill; the estimated \$324 million project cost (\$151 million federal/\$173 million non-federal) remains within the authorized cost limit. Authorization of the additional depth and width in WRDA is essential to keep the project on schedule and meet current port and Navy operational demands.
- **Exemption for waters off Virginia's coast from BOEM's 2019-2024 OCS Oil & Gas Leasing Program:** HRMFFA strongly supports excluding the waters off the coast of Virginia from the Bureau of Ocean Energy Management's next iteration of the Five Year Oil and Gas Leasing Program. In 2015, DoD's Mission Compatibility Planning Assessment of the BOEM 2017-2022 Outer Continental Shelf Oil and Gas Leasing Program designated the vast majority of the program area off Virginia's coast as incompatible with all oil and gas activity. For these reasons, HRMFFA strongly opposes any offshore drilling activities that could jeopardize the military's ability to conduct operations and training off the coast of Virginia.