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Hampton Roads Military and Federal Facilities Alliance Federal Legislative Priorities for FY2022

Defense Authorization and Appropriations Issues

- **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 and other public shipyards. We appreciated the Virginia Congressional delegation's strong support for including additional language on SIOF in the FY2021 NDAA that requires, in statute, a bi-annual briefing to Congress on the implementation and funding for SIOF in future years. That level of oversight is needed to keep the program moving forward. The Navy has stated they plan to invest \$21 billion over the next 20 years in their four public shipyards. However, the level of investment required has not yet materialized with only minimal funding in the FY2021 budget. We request you seek opportunities to fund significant portions of SIOF should Congress consider a broader economic stimulus, transportation or infrastructure bill in FY2022. This effort will help to bring Norfolk Naval Shipyard, and the other public shipyards, to a 21st century standard of performance and efficiency to boost the readiness of our Navy's warships.
- **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 work is nearing completion. Langley has received over \$280 million in FY2019 and FY2020 supplemental funding to support beddown requirements. We ask for your continued support and vigilance to ensure this beddown becomes a reality at Joint Base Langley-Eustis.
- **Homeporting Additional Manned and Unmanned Ships in Hampton Roads:** 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





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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. Additionally, as the Navy grows the fleet it is important for communities that host Navy installations to understand what force levels they will be asked to support in future years regarding schools, housing, transportation, childcare, recreational facilities, and ship repair capacity. We request your support in obtaining unclassified versions of the current Navy Global Force Laydown study to help Hampton Roads' municipalities future planning efforts.

- **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 pilot project location to test the concept of this expanded authority.





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- **5G Pilot Program at NAS Oceana:** The advent of 5G infrastructure holds the promise of faster, more secure access to the “internet of things” for all sectors of American life. Given the concentration of military installations in Hampton Roads, and the wide range of capabilities and missions performed by the military in the region, we believe this is a perfect location to test deployment of 5G capabilities. We applaud the Navy for having a forward-thinking policy regarding deployment of 5G at their respective installations. However, the current policy would still require that any provider (e.g., AT&T, Verizon, T-Mobile, etc.) to go through a process to install the necessary infrastructure backbone, on a military installation, before 5G was enabled. This is an inefficient way to ensure that there is competition and opportunities for 5G from different providers. As such, we propose establishing a pilot program for deployment of passive telecommunications infrastructure (PTI). PTI would be done by a third-party infrastructure provider that would then allow any interested telecommunication provider to use the infrastructure to deploy 5G on an installation. PTI is increasingly used in local communities as a way to speed up the deployment of broadband. We believe a pilot program could be tested at NAS Oceana.
- **Military Construction:** Support the President’s FY2022 budget request of \$XXXX million for military installations in Hampton Roads. These projects include:
 - Hampton Roads FY22 MILCON projects
 - Restoration of MILCON project funding that was diverted for the border wall
 - \$26.12 million for Ships Maintenance Facility at Norfolk Naval Shipyard
 - \$18.5 million for a DLA Hazmat Warehouse at Norfolk Naval Station
 - \$22.5 million for a DLA Hazmat Warehouse at Norfolk Naval Shipyard
- **Limiting Deactivation, Unmanning, or Selling of Army Watercraft Assets Pending Comprehensive Analysis of Mobility Requirements and Capabilities:** The FY2020 NDAA authorized an Army watercraft study to analyze mobility requirements and capabilities of the watercraft. This section requires the study to be completed before the DoD deactivates, sells, or unmans any Army watercraft. We have concerns about proposals to deactivate or divest these capabilities without more rigorous analysis due to the large presence of Army watercraft at JBLE-Eustis. The FY2021 NDAA required SECDEF to provide the defense committees with an update on the funded study as well as the Army watercraft future force laydown, required force to implement the laydown,





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personnel gaps, and efforts to close those gaps. We ask for your continued support and vigilance to ensure any force structure changes that could significantly affect the watercraft units at JBLE-Eustis are thoroughly vetted and understood before the Army makes any irreversible changes.

- **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 FY2021 Omnibus Appropriations bill appropriated \$60 million for the program and we appreciate your support of that action. For FY2022, 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.

Other Federal Government Authorization and Appropriations Issues

- **NASA Research:** Support the President's proposed \$XXXX million FY2022 budget for NASA Langley Research Center (LaRC). This positive budget validates LaRC's critical role in everything that the agency does, including space exploration, research technology, transformative aeronautics and Earth science. NASA Langley is involved in many critical activities for Moon to Mars, and we expect their vital role will continue to broaden along with expanded roles in climate science and transformative aeronautics, including maintaining the nation's critical hypersonics research capabilities.

Additionally, we request your support for these three items that support NASA LaRC's mission execution:

- Extending the current Enhanced Use Lease authority for NASA until December 31, 2024.
- Adding NASA to the list of agencies that can issue an award to a small business under Phase II of the Small Business Innovation Research (SBIR) program regardless of whether the business had an award under Phase I of the SBIR program.





- NASA can currently allocate 10% of SBIR and Small Business Technology Transfer funds to post-Phase II awards which caps the awards at about \$14 million annually. Request an additional 10% in the authorized percentage to be used for lunar exploration activities.
- **Hypersonic Production Accelerator Facility (HPAF):** Last year DARPA published a study on ways to expedite hypersonic development for the warfighter. The study concluded that the Department of Defense should look to develop a hypersonic production accelerator facility (HPAF). The HPAF was designed to address challenges with the supply chain and testing of hypersonic capabilities. The HPAF would ideally be located in close proximity to industry and government teams that can help iterate on an accelerated design, build, and test cycle. This in turn allows digital design processes and production data to be leveraged throughout the development and production cycle. The facility would be stocked with state-of-the-art manufacturing machines and advanced material feedstocks that can sustain high temperatures critical to hypersonic flight conditions and testing capabilities for the supply chain to build upon and utilize. The study specifically identified Hampton Roads as a region that met the general goals of an HPAF both with proximity to NASA Langley and their testing capabilities, as well as industry involved in hypersonic production. We request your support for the creation of an HPAF in the Hampton Roads region.
- **Construction of the VA South Hampton Roads Health Care Center:** 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 timeliness of care provided 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. The GSA issued an RFP for construction bids in the Summer of 2020. We request your assistance in ensuring that GSA understands the importance of this facility and moves to accelerate construction as much as possible.
- **Corps of Engineers Civil Works Authorization and Funding for Norfolk Coastal Storm Risk Management (CSR) Study:** 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





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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. In October 2018, the President signed the America's Water Infrastructure Act of 2018 bill requiring the Corps to expedite the completion of Norfolk's feasibility study and allowing the project to proceed directly to preconstruction planning, engineering, and design (PED). In December 2020, the CSRM project was authorized in the 2020 Water Resources Development Act (WRDA), completing a major milestone. The FY2020 Corps of Engineers Work Plan contained \$2,538,000, and in January 2021 an additional \$2,462,000 was included in the FY2021 Work Plan completing the federal funding portion of the PED. The PED will allow the city to seek a new-start construction that extends the downtown floodwall protecting vital economic assets.

