



Hampton Roads Military and Federal Facilities Alliance

Legislative Priorities for 2019

Defense Authorization and Appropriations Issues

- **Sequestration and Return to Regular Order:** Without Congressional action, budget sequestration returns in Fiscal Year 2020 after a two-year reprieve. In order to avoid further cuts to national security budgets and support the National Defense Strategy, Congress needs to either repeal the Budget Control Act; modify the legislation with higher funding caps; or remove the barrier separating defense and non-defense spending.
- **Support for FY2019 Disaster Supplemental:** Request your support for the \$150M in the FY2019 budget supplemental for relocation of the Air Force's F-22 Formal Training Unit to its new home.
- **Whole of Government Center of Excellence at William & Mary:** The National Security Strategy, 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 legislation requiring the Department of Defense to take advantage of these educational and training programs for DoD personnel, particularly mid-grade officers and civil servants from all the services and DoD components. It is important for these mid-career professionals 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.
- **Military Construction:** Support the President's FY2020 budget request of \$241.4 Million for military installations in Hampton Roads. These projects include:
 - Advanced Individual Training Barracks Complex, Ph4, JBLE = \$55M
 - Mariner Skills Training Center, NAVSTA Norfolk = \$79.1M
 - Dry Dock Flood Protection Improvements, NNSY = \$48.93M
 - SOF Demolition Training Compound Expansion, Dam Neck = \$12.77M
 - SOF NSWG-10 Operations Support Facility, JEB LCFS = \$32.6M
 - SOF NSWG-2 JSOTF Ops Training Facility, JEB LCFS = \$13.004M





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- **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. However, there were no funds appropriated for the program in FY2019. We request your support for appropriating \$100M for the program in FY2020 to improve military readiness through community infrastructure projects that benefit our military installations. The Association of Defense Communities also strongly supports this initiative.
- **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 and other public shipyards. The Navy has stated they plan to invest \$20 billion over the next 20 years in their four public shipyards. We request your support for making this effort a program of record to ensure continued focus and funding to bring the 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.





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- **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. They recently provided a \$4M grant to extend the program to all Virginia Beach high schools and a \$800K grant for three high schools in Newport News. 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.
- **Federal Impact Aid Support:** HRMFFA strongly supports the Federal Impact Aid program for military-connected school districts and are opposed to any efforts to divert funding for this critical program. The overwhelming majority of the military-connected children in our region attend public schools. The impact aid funding these school systems receive is intended to offset the revenue lost due to non-taxable federal property located in those municipalities and for school districts with high concentrations of military-connected children. These funds are vital to providing a quality education to our military and non-military children alike. Each of the DoD Service Secretaries told the National Governors Association that they would consider the quality of the public schools near installations when evaluating future basing decisions. This unified position rightfully highlights the importance our service members place on a quality education for their children. We request your support for robust funding for the impact aid program as well as opposing any legislation that would divert funds to other initiatives.
- **Quality of Privatized Military Family Housing:** The HRMFFA Board of Directors takes a position of support for healthy and well-maintained military family housing developments in the region.
- **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 every newly-commissioned fossil fueled ship that is homeported elsewhere, there is an adverse impact on the private-sector ship repair industry in Hampton Roads. 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.





- **Enhancing Intergovernmental Support Agreements (IGSAs):** In 2013, Congress authorized the military services to enter into IGSAs with local and state governments to receive installation services, if an agreement will provide financial benefits or enhance mission effectiveness. To date, installations have used the new authority to obtain a wide array of services, including waste removal, stray animal control, water treatment and testing, road maintenance, custodial services, computer-aided dispatch and snow removal. To make IGSAs even more effective we request your support for the following improvements:
 - Extend authority for agreements from current 10 years to 20 years to allow for projects to be bondable by municipalities
 - Broaden IGSA qualified services
 - Allow the military departments to count local government small business contracts that provide service to military installations under IGSAs against their annual federal small business goals
 - Allow installations to retain savings generated by IGSAs to incentivize development of additional partnerships with state and local governments.
- **Maritime Industrial Base Ecosystem (MIBE):** Given that the 2018 NDAA made a 355-ship Navy national policy, Hampton Roads is certain to see an increase in homeported ships and associated increases in ship building and ship repair activities. To accomplish this national security priority, it is vital that the ship building and repair industry attract and retain sufficient skilled workers, have adequate infrastructure to accomplish the work, and have a robust and responsive supplier base. Historically low unemployment, uncertainty in government spending and timing of budget release, and the lack of a dependable regional workforce demand forecast pose challenges to the industry's ability to support a 355-ship fleet. MIBE is a regional initiative that serves to support industry and the supplier base by ensuring talent and training pipelines are in place to support the increased Navy demand. In partnership with leaders from industry, suppliers, educational institutions and state/local governments, the collaborative workforce model will accurately scale the pipeline and academic programs needed to close the skills gaps, advocate for small businesses, critical suppliers, and the lucrative career opportunities in the industry, expand the marketing efforts to support attracting, recruiting and retaining a skilled workforce to the region, and codify a regional workforce development model dedicated to improving Virginia's economic performance and productivity of the region. Once a MIBE program manager has been identified, next steps will include the development of the program framework and strategic plan, and the identification of potential funding streams to support program execution and sustainment.





- **Modifying Existing Land Exchange Authorities:** Authority exists under 10 USC § 2869 to allow DoD to exchange real property with a municipality when determined to be advantageous to the United States. However, the authority requires land be exchanged for other parcels of land. We request your support to broaden this authority to allow DoD to also exchange land in return for services or infrastructure. This would allow a DoD installation to exchange underutilized land for in-kind services or infrastructure equal to the fair market value of the DoD property. These expanded authorities would allow DoD and their host communities to develop innovative win-win partnerships to achieve optimization and modernization of DoD installations.

Other Federal Government Authorization and Appropriations Issues

- **NASA Research:** Support the President's proposed \$845M FY2020 budget for NASA Langley Research Center (LaRC). This positive budget validates LaRC's critical role in everything that the agency does...from exploration, research technology, transformative aeronautics and Earth science. NASA Langley is involved in many critical activities for Moon to Mars Plans and we expect their vital role will continue to broaden. For instance, Navigation Doppler Lidar, radiation research, in-space assembly concepts, HIAD/LOFTID, MEDLI2, and other Langley projects are critical for Moon to Mars. LaRC will also have a significant role in the Mars Sample Return Earth Entry Vehicle. This budget will further transform the Center with funding for their first new wind tunnel of this century and critical work in exploration research, transformative aeronautics, hypersonics, and Earth science. However, the budget does NOT request the \$29M required to continue LaRC's CLARREO program that measures the Earth's climate. It also does not propose any funding for future X-planes under the aeronautics budget. The budget also proposes elimination of NASA's Office of Education. We request your assistance in reversing these proposed decisions.
- **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. We request your support in helping Jefferson Lab be selected as the location for this world-class research facility.





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- **Urban Areas 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. Hampton Roads received over \$35M in grants from FY2007-FY2011 but then only received \$1M from FY2012-FY2016. The region received \$1M in FY2017 and \$1.5M in FY2018. The FY2018 figure was the lowest amount awarded to any of the 32 regions that received funding. However, the region was ranked 25th in DHS's overall risk scoring formula. Based on this risk ranking, Hampton Roads should have received about \$2.5M. We request your support for legislation that requires DHS to fund the UASI grants commensurate with a region's overall risk rating.
- **Construction of the VA South Hampton Roads Health Care Center:** Accelerate efforts 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 Ultra Large Container Vessel port calls and naval operations. In June 2018, the U.S. Army Corps of Engineers (USACE) published its Chief's Report for the deepening and widening of Norfolk Harbor and Channels. The report recommended authorizing an additional two feet of depth in the Atlantic Ocean Channel (to 59 feet) and an additional foot of depth (to 56 feet) in Thimble Shoal Channel as well as widening Thimble Shoal Channel East. In October 2018, the president signed the America's Water Infrastructure Act of 2018 bill authorizing the recommendations of the Chief's Report as well as additional widening of the entire length of Thimble Shoal Channel to 1,400 feet. The USACE FY19 Work Plan included \$3.5 million for Preconstruction Engineering and Design which is underway, and the project is scheduled to begin construction in January 2020. In order to keep the project on schedule and meet current port and Navy operational demands, the FY20 Budget and Appropriations need to include a New Start designation and \$22 million in construction funds toward a total federal share of \$144 million.





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- **Corps of Engineers Civil Works Authorization and Funding for Norfolk Coastal Risk Management Study:** Norfolk is a global security hub, home to the largest naval base in the world, Naval Station Norfolk (NSN), U.S. Fleet Forces, 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 as a result of 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 sailors, 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 allows the project to proceed directly to preconstruction planning, engineering, and design (PED). The FY20 Energy and Water Appropriations bill needs to include project authorization for the project. The USACE FY19 Work Plan included \$400,000 for Preconstruction Engineering and Design which is underway, and an additional \$5 million is requested in the FY20 Work Plan to move this critical project forward.
- **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, \$3M 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 in the region, holistic studies, to include federal property, must be conducted. We request your support for legislative language to give USACE the authority to include federal property in their feasibility studies and increase the limits of the 3x3 rule for studies that include federal lands.





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- **Complete the Replacement of the Deep Creek AIWW Bridge.** This project is fully funded through a combination of ACOE funds (\$28.4M) and VDOT/FHWA funds (\$20M). Property acquisition is underway by the ACOE with construction scheduled to commence in late 2019. The City of Chesapeake will assume ownership of the new bridge once construction is completed in 2022. The City of Chesapeake also serves as the non-federal sponsor for the North Landing AIWW Bridge replacement feasibility study. Preliminary findings indicate a fixed-span bridge on an alternate alignment would be the most economical option and have the lowest life cycle cost. Total estimated project cost for a replacement bridge is \$68,500,000 in FY19 dollars. Request your support for keeping the funding attached to this project.
- **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.

