

## Hampton Roads Military and Federal Facilities Alliance

### Federal Legislative Priorities for FY2024

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

- **Public Shipyard Revitalization:** Authorization for funding was included in the FY22 NDAA bill that represented 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. However, the SIOF funding should not come at the expense of infrastructure investment in the rest of the Navy's shore infrastructure. Request your support to ensure adequate resources are also allocated to non-shipyard facilities sustainment, restoration, and modernization accounts.
- **Continued Support for F-22 FTU Beddown at Joint Base Langley-Eustis:** JBLE-Langley has been selected to host the F-22 Formal Training Unit (FTU), and the 47 aircraft and 550 to 600 personnel are scheduled to arrive at Langley from March to September 2023. However, the Air Force has still not funded a new dormitory to accommodate this new mission. Langley already has a 590-dorm room deficit for their existing missions. This deficit requires pushing their youngest Airmen (E-1 to E-4 < 3 years of service) out into community housing after only 7 – 9 months in the dorms. The FTU will bring an additional 80 – 100 first-term Airmen to Langley and driving the dorm room deficit to 690 rooms. Time in the dorms for these youngest Airmen could drop to about 5 months. The cost of the 144-room dormitory is \$86 million. If it were funded today, it would be late to need by over two years. We ask for your support for funding this new mission beddown requirement as soon as possible.
- **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





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(i.e., Civil Works funds) to study DoD lands. 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. A 3x3 study project on the Hampton Roads Peninsula is currently awaiting approval and funding and the legislative language will help to ensure the extensive amount of 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 as an amendment to other legislation as appropriate or in any forthcoming WRDA legislation.

- **Military Construction and FSRM:** Support the President's FY2024 budget request of \$798.25 million for military construction at installations in Hampton Roads. These projects include:
  - \$109.68m for Maritime Surveillance System Facility Dam Neck (Navy)
  - \$43.6m for Child Development Center NAVSTA Norfolk (Navy)
  - \$99.077m for Navy Submarine Pier 3 (Inc) NAVSTA Norfolk (Navy)
  - \$114.495m for MQ-25 Aircraft Laydown Facility NAVSTA Norfolk (Navy)
  - \$81.082m for Dry Dock Saltwater System for CVN-78 (Inc) Norfolk Naval Shipyard (Navy)
  - \$221.92m for Weapons Magazines Naval Weapons Station Yorktown (Navy)
  - \$35m for Child Development Center JEB Little Creek (Navy)
  - \$12.4m for G/ATOR Support Facilities Dam Neck (Navy Reserve)
  - \$61m for SOF SDVT2 Ops Support Facility JEB Little Creek (SOCOM)

Request your support to increase the funding of Air Force UPL item for Natural Disaster Recovery Projects at Langley AFB, Tyndall AFB, And Offutt AFB from \$252m to \$338m to accommodate the \$86m dormitory to support the beddown of the F-22 training mission at Langley.

Also request your support for the Navy's Unfunded Priorities List (UPL) items for \$300m Dry Dock Repairs at PSNS Investment Restoration and Modernization and \$550m Targeted FSRM Investment. These items contain \$203.1m in FSRM projects at Norfolk Naval Shipyard, Naval Station Norfolk, and Naval Air Station Oceana.

- **Homeporting Additional Manned and Unmanned Ships in Hampton Roads:** The number of conventional ships homeported in Hampton Roads has declined by at least 19 vessels in the last decade. We request your help in reversing this



trend. With the goal to realize a Navy of 355 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. If the region continues to lose ships, it puts at risk the critical ship repair capacity found throughout the region. 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.

- **Appropriated Funds for Military Child Development Centers (CDCs):** Military Child Development Centers (CDCs) are often cited as critical to readiness for servicemembers. Yet they are operated as Category B Non-Appropriated Funds (NAF) activities. This causes undue strain on base NAF funds to make up the delta for shortfalls in CDC revenues or causes an increase in childcare fees for service members. We request your assistance in making CDCs fully funded with appropriated dollars.
- **Military and Dependents Mental Health Care:** The lack of readily available mental health services for both active duty and dependents has been frequently noted as a concern by military installation leaders. The consolidation of military health care under the Defense Health Agency has consolidated services and pushed more care for military members, and especially their dependents, into off-base care providers. However, TRICARE reimbursement rates for mental health services are well below market rates, nominally 55% below Medicare reimbursement rates. Additionally, TRICARE credentialing requirements and timeliness of reimbursements are also causing providers to stop accepting TRICARE patients. This has exacerbated wait times for both active duty referred to off-base providers and TRICARE beneficiaries seeking timely mental health care. Request your support for ensuring TRICARE reimbursement rates for mental health care are competitive with market rates. Additionally, ensure TRICARE streamlines its credentialing and reimbursement processes to ensure service members and their beneficiaries have adequate access to this vital care.

**Increasing military mental health care providers:** At Navy installations in Hampton Roads, there are 55 billets for Resilience Clinicians, but only 28 were filled as of December 2022. For Deployed Resiliency Counselors on-board ships, only 11 of 22 positions are filled. Part of the problem in a joint service





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area like Hampton Roads is that each of the services do not pay their government civilian providers at the same rate. For example, the Navy grades their mental health providers at the GS-11 level while the other services grade out at a GS-12. This often causes Navy civilian providers to move to one of the other services in the area when vacancies arise. Additionally, the Veterans Administration pays their providers better than DoD causing another avenue for providers to leave DoD. Request your support for standardizing pay structures between the services for mental health providers, as well as hiring of more civilian providers at competitive pay rates to help increase availability of mental health care services.

- **Army Watercraft Modernization:** Request your continued support to ensure the Army's watercraft modernization effort is fully resourced to meet combatant commander requirements, to include continued development of the new Maneuver Support Vessel – Heavy (MSV-H) and procurement of the MSV-L, to include the \$21.2m unfunded priorities list item for MSV-H RDTE. Additionally, request support for the Army's watercraft Service Life Extension Program (SLEP) to ensure existing assets are modernized to support the Army's watercraft transformation strategy. Fort Eustis is home to the "Army's Navy" and all their mariner training. Many existing watercraft are homeported at Fort Eustis and will benefit from modernization. Fort Eustis is also currently upgrading their port facilities to accommodate the new Army watercraft. These assets are critical to operations in the INDOPACOM theater.
- **Expanding Federal Tax Incentives for Hiring Military Spouses:** Military families often rely on the dual incomes provided by working spouses to make ends meet. However, spouse careers are often interrupted by the frequent moves required of military members. A recent survey by Blue Star Families indicated 35% of military spouses report they are unemployed but want to work. A similar number report significant underemployment due to frequent PCS moves. In addition to economic stability of military families, spouse unemployment or underemployment leads to retention and readiness issues as military members decide to leave the military to support their spouse employment and family economic needs. Request your support for passage of the Military Spouse Hiring Act to incentivize employers to hire military spouses.
- **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. Hampton Roads has benefited from DCIP in





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previous cycles and would benefit again with continued funding for this program. For FY2024, we request your support for appropriating, at a minimum, the full \$129 million authorized in FY2023 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**

- **Establish an East Coast High Performance Data Facility at Jefferson Lab:** Request your support to ensure the Department of Energy takes the next steps toward constructing a world-class High Performance Data Facility (HPDF or “supercomputer”) at Jefferson Lab in Newport News.
- **Consolidated Coast Guard Sector Virginia Headquarters Facility:** Sector Virginia personnel and offices are currently separated between various facilities on CG Base Portsmouth and the Federal Building in downtown Portsmouth. Additionally, the Sector facilities on Base Portsmouth are undersized for current mission requirements. This leads to operational inefficiencies and that could hinder the Sector’s response to a major contingency in the region. The need for a consolidated Sector Virginia HQ facility was validated during a 2008 master planning process. The Coast Guard submitted \$24M Sector Virginia facility on their FY23 unfunded priorities list, but it was not funded in the appropriations bill. Request your support for funding this facility in FY2024 Coast Guard Procurement, Construction & Improvement program.
- **Extend DoD Partnership Authorities to the Coast Guard:** Across the country, military installations and local communities are faced with the realization that their continued success depends on their ability to collaborate and seize opportunities to operate more efficiently. Potential partnering opportunities exist among local cities/counties/states, utility companies, universities, and private sector property managers, developers, and financiers. These Public-Public and Public-Private Partnerships (P4 Partnerships) can develop creative ways to leverage the capabilities and resources of military installations, local government, commercial entities, and non-profit organizations and, in the process, potentially protect mission capabilities, reduce operating costs and the cost of services, and maintain quality. Congress has provided the Department of Defense with various authorities that enable them to enter into these partnerships with public or private entities. However, they do not extend to the Department of Homeland Security and thus Coast Guard installations. All the





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military services should have these same partnership authorities. Request your support for extending DoD partnership authorities to the Coast Guard.

- **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.

