



## Hampton Roads Military and Federal Facilities Alliance FY2027 Federal Legislative Priorities

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

- **Authority for the U.S. Army Corps of Engineers (USACE) to include Federal Lands in Holistic Coastal Resiliency Studies:** The Congressionally authorized 2012 North Atlantic Coast Comprehensive Study (NACCS) outlined regions for further analysis on coastal flooding threats, including Hampton Roads. However, the study excluded federal facilities due to restrictions on utilizing Army Corps of Engineers Civil Works funds for federal properties. This hampers developing effective and holistic resilience strategies, as Hampton Roads contains a significant density of federal installations covering the Departments of War, Homeland Security, Interior, Energy, and NASA to name a few. As sea level rise exacerbates flooding impacts across Virginia's interconnected waterways and facilities, comprehensive adaptation solutions demand encompassing the area's significant concentration of federal assets. **We request support for previously proposed language changes in the 2024 Senate WRDA bill be enacted through the 2026 WRDA legislation. Our main challenge is overcoming strenuous objections from the House T&I Committee Professional Staff. We also urge your support of the City of Norfolk's requests to reduce the non-federal cost share from 35% to 10%, exempting their project from Section 902 of WRDA 1986 to prevent further delays, and expediting the review of vulnerable areas to ensure comprehensive inclusion in the project.** Despite delays in funding this remains a critically important change needed to ensure the Peninsula study is comprehensive and meaningful, and the Navy presence in Norfolk is protected.
- **Authority for Peninsula Study funds to be supplemented by other Funding Sources:** The Peninsula CSRSM study was funded with Disaster Relief Appropriations Act of 2019 funds and limited to \$3 million. This is insufficient to complete a comprehensive study. USACE Norfolk District has indicated that they need authority, in a future appropriations bill, to supplement the current study funds with other federal funding or non-federal funding. In the FY24 Omnibus Appropriations bill, there was language that allowed the USACE to supplement other studies using other funding sources. Our request mirrors that precedence by asking to allow the 2019 Disaster Relief Act to be supplemented. **However, this language request to the FY27 Energy & Water Appropriations bill needs to be included in the Chairman's mark or else**





it could be subject to points of order on the House or Senate floors. As such, we request this language be a top priority submission in the FY27 Energy & Water requests.

- **Future of NAS Oceana and Langley AFB:** Naval Air Station Oceana and Langley Air Force Base proudly serve as two critical Hampton Roads installations which enable air dominance. However, as the Navy and Air Force progress with next-generation aircraft programs to replace aging fighter platforms, concerns exist over whether Oceana and Langley will be home to the 6<sup>th</sup> generation fighters. Securing the location of these aircraft at Oceana and Langley is critical to securing the future of these two installations. As such, we request support in championing infrastructure investments, facility improvements, and airspace upgrades to position Oceana and Langley as highly capable and sustainable options for basing tomorrow's fleet of advanced manned aircraft. Additionally, we request your support engaging with senior Navy and Air Force leaders to clearly advocate for Langley and Oceana to host these next generation aviation platforms. Keeping these premier sites continuously combat-relevant maintains Virginia's contribution to national security.
- **Continued Support for Development and Production of F-47 and F/A-XX:** The development and production of sixth generation fighters is key to the future of NAS Oceana as well as JB Langley-Eustis. Congress has been extremely supportive of the Air Force F-47 program as well as the Navy's F/A-XX program. We are concerned about the attempts by the OSW CAPE office and spend plan recommendations from the "One Big Beautiful Bill Act" to divert \$500 million away from the F/A-XX program. We are further concerned that CAPE is questioning the overall number of aircraft carriers that the Navy and this nation might need, which any cut in force structure could be truly detrimental to the Hampton Roads region. There have also been indications there is concern about the ability of the defense industrial base to support two major fighter programs at the same time. Numerous studies and reports indicate that supporting two fighter programs might actually enhance the defense industrial base. **As such, we urge the Virginia Congressional Delegation to ensure robust funding for the F-47 program as well as ensure Congressional intent is met regarding use of funds for the F/A-XX program and the Navy is allowed to indicate the awardee of the F/A-XX program. These programs are critical to future viability of bases in the Hampton Roads area as well as the aircraft carrier force structure.**
- **Public Shipyard Revitalization:** Funding the Shipyard Infrastructure Optimization Plan (SIOP) continues to be included in annual defense authorization and appropriations bills, reflecting sustained Congressional support to modernize naval





shipyard infrastructure. We appreciate the Virginia delegation's strong advocacy in ensuring SIOF funding initiatives remain robust to accelerate shipyard facilities' recapitalization. However, as SIOF plans progress, it is vital to continue advocating Norfolk Naval Shipyard (NNSY) receive its share of resources and needed infrastructure improvements. Additionally, adequate funding levels must be preserved for modernizing non-shipyard infrastructure to ensure the naval shore enterprise enables fleet readiness. Recent reports indicate NNSY's SIOF program extending until 2087 and many of the projects for Norfolk remain in the outer years. This drastically increased timeline for infrastructure repairs is concerning and warrants additional oversight from Congress into how this could be funded in a timelier manner. **As such, we request your continued championing of SIOF funding without detriment to other Navy shore infrastructure accounts. We also request Congressional visits to Norfolk Naval Shipyard so they can provide updates on the program and efforts to modernize the facility.**

- **Homeporting Additional Manned and Unmanned Ships in Hampton Roads:** Over the last decade, conventional ships homeported in Hampton Roads declined by 20 vessels and ship repair workload has dropped by over 40%. As the Navy aims to achieve a 355-vessel fleet, reversing this downward trend in homeporting a substantive naval presence is vital to regaining lost ship repair capabilities and capacity. Hampton Roads is strategically located and suited to offer unparalleled maritime infrastructure, industry, and a skilled workforce which enables basing additional vessels to meet national security demands. Maintaining a robust ship repair capability is essential for this reason. **We request the Congressional Delegation work with the Navy, MARAD and MSC to ensure a more predictable workload forecasting schedule so that private industry can ensure resources to support this critical need.** This may include ensuring that vessels deployed in Europe are repaired in the Hampton Roads area except for when an emergent repair is absolutely necessary. Further, As the Navy rapidly develops and integrates unmanned systems within its warfighting strategy, Hampton Roads remains the ideal region to host testing and piloting of new autonomous vessels alongside today's fleet. With Newport News Shipbuilding and other local shipyards designing America's 21st century warships, we are uniquely postured to deliver timely ship maintenance essential for scaling modern naval capabilities. **As such, we request the Congressional Delegation advocate for the establishment of a UUVRON or USVRON in the Hampton Roads area. That will help to ensure that concept of operations for USVs and UUVs are integrated with fleet training and doctrine. This would build off the establishment of similar entities at Keyport, WA and Port Hueneme, CA.**





- **TRICARE T-5 Transition and DHA Increased Oversight**: The TRICARE T-5 contract transition has created significant healthcare challenges for military members and their families, compromising the standard of care they have earned. In Hampton Roads, a key TRICARE Prime Service Area with a high concentration of military personnel, these are not just administrative hurdles; they are issues that negatively impact force readiness, retention, and the well-being of our military. Our service members and their families are experiencing significant degradation in healthcare access. Many lost access to established primary care and specialty providers due to network instability, are experiencing excessive wait times for appointments, and are facing administrative challenges with referrals and billing. These persistent issues are also inflicting significant financial harm on the region's civilian providers through delayed or denied reimbursements, threatening the viability of the TRICARE purchased care provider network. These issues have exacerbated existing mental health care shortfalls and placed undue stress on our military community, which is vital to our national security. The management of this transition by the DHA highlights a need for greater oversight. This situation warrants congressional intervention to ensure our nation's service members are properly supported. **Therefore, HRMFFA requests the Virginia Congressional Delegation recommend hearings by the House Armed Services Committee (HASC) and the Senate Armed Services Committee (SASC) to provide greater oversight of this issue.** These hearings are necessary to investigate the T-5 contract transition and systemic problems within the DHA. The intent of these hearings is multipurpose – to determine areas where independent investigations into DHA and contractors should occur, to hold responsible parties accountable as Congress may direct, and pursue sweeping legislative and structural reforms necessary to close existing accountability gaps to restore the stable, high-quality healthcare TRICARE beneficiaries deserve.
- **Military Construction and Infrastructure FSRM**: We request your support of the President's FY2027 budget request of \$932.6 million in MILCON for military installations in Hampton Roads. Additionally, our military installations are suffering from decades of infrastructure underinvestment as resources have been diverted to higher priorities. This sustained neglect results in substandard facilities that impact readiness and the quality of life of our service members. **We applaud Congress setting new minimum investment levels in FSRM in the FY25 NDAA and request your continued oversight to ensure these funding minimums are met beginning in FY27 and beyond.**
  - **Specifically request Congressionally directed spending of \$3.2M in planning & design funds for the VA Air National Guard's 192<sup>nd</sup> Wing Headquarters facility at Langley AFB**





Requested FY27 military construction projects for Hampton Roads include:

PROJECT	SERVICE	LOCATION	FY27 PB AMT
<i>Fuel System Maintenance Dock</i>	AF	Langley AFB	\$49M
<i>MQ-25 Aircraft Laydown Facility (Inc)</i>	Navy	NAVSTA Norfolk	\$54.622M
<i>Electrical Distribution System Upgrades (Inc)</i>	Navy	NAVSTA Norfolk	\$124.965M
<i>Child Development Center</i>	Navy	Norfolk Naval Shipyard	\$93.040M
<i>Child Development Center</i>	Navy	NAVSTA Norfolk	\$84.94M
<i>Child Development Center</i>	Navy	NAS Oceana	\$104.340M
<i>Dry Dock 3 Modernization (Inc)</i>	Navy	Norfolk Naval Shipyard	\$189.353M
<i>Weapons Magazines (Inc)</i>	Navy	NWS Yorktown	\$100.782M
<i>Containerized Long Weapons Storage Magazine (CTC)</i>	Navy	NWS Yorktown	\$16.17M
<i>Conventional Prompt Strike Test Facility (CTC)</i>	Navy	NWS Yorktown	\$13.71M
<i>Child Development Center</i>	Navy	JEB Little Creek	\$65.64M
<i>SOF Launch &amp; Recovery Facility</i>	SOCOM	JEB Little Creek	\$36M
		<b>TOTAL</b>	<b>\$932.6M</b>

- Army Maneuver Air Dual-use Technology Center (AMADTC):** The Army Aviation & Missile Center (AvMC) aviation technology systems integration directorate, based at Fort Eustis for over 70 years, supports aviation applied research and technology demonstrations. However, existing facilities and capacity for growth into the autonomous & electric platform mission space are limited. The proposed AMADTC will address this gap and position the Army with a leading center for air maneuver development. The Hampton Roads Air Study, published by the Hampton Roads Alliance in June 2024, includes the recommendation to support the Army’s development of an AMADTC as one of nine specific Regional Aviation Development Planning recommendations. **Request your support for a programmatic increase of \$9.5M in Army Aviation RDT&E funding (PE 0603465A) for infrastructure, prototype air vehicles, and operational expenses for this new center.**
- Army Watercraft Modernization:** Fort Eustis is home to the ‘Army’s Navy’ and their mariner training. Many existing watercrafts are homeported at Fort Eustis and will benefit from modernization. Fort Eustis has also upgraded their port facilities to accommodate new Army watercraft. These assets are critical to operations in the INDOPACOM theater and elsewhere as evidenced by the 2024 mission to support construction of a floating pier near Gaza to better facilitate humanitarian aid delivery.





**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 Maneuver Support Vessel – Light (MSV-L).**

- **Funding Models for Military Child Development Centers (CDCs):** Quality childcare provides essential support, enabling military members' family stability and maintaining focus on mission readiness. However, CDCs currently operate as Category B Non-Appropriated Fund (NAF) activities. This funding classification exacerbates strains on limited Installation NAF budgets due to recurring CDC revenue shortfalls which NAFs must offset. This condition also prompts periodic military family childcare fee increases to cover revenue shortfalls straining military family budgets. As such, HRMFFA, working with local partners, is identifying creative ways to address the child care center and provider challenges across the region. **We are currently working with Old Dominion University, their child care provider Bright Horizons, and JB Langley-Eustis leadership to explore an IGSA to supplement existing NAF childcare. As we look to potentially expand this promising model, we may need legislative relief to 10 USC 1798 to ensure IGSA's can be used to meet all on base childcare needs.**
- **Incentives for Affordable Housing Near Military Bases:** Support efforts to incentivize developers to build more attainable housing near military installations such as Rep Moore and Rep Strickland's Low-Income Housing for Defense Communities Act (H.R. 308 in the 119<sup>th</sup> Congress). This bill would create new military focused low-income housing tax credits (LIHTC) for development near major military installations. It would also exclude Basic Allowance for Housing (BAH) from the income calculation for LIHTC purposes helping junior military members secure housing in existing and future LIHTC properties.
- **Expanding Federal Tax Incentives for Hiring Military Spouses:** Military families often rely on dual incomes by working spouses. However, spouse careers are interrupted by frequently required military moves. 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 moves. Spousal unemployment or underemployment is a leading factor in retention and readiness issues as members choose other options to meet their family's economic needs. **Request your support for co-sponsorship and passage of the Military Spouse Hiring Act (H.R. 2033 / S. 1027 in the 119<sup>th</sup> Congress) to incentivize employers to hire military spouses.**





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- **Defense Community Infrastructure Program Funding:** The Defense Community Infrastructure Program (DCIP) has greatly assisted state and local governments in addressing deficiencies in community infrastructure supporting military installations. Hampton Roads has garnered at least one DCIP grant nearly every year since the program's inception in 2020, totaling over \$37 million. DCIP also enjoys strong support from the Association of Defense Communities and affiliated national partners. **We request your support for a full appropriation of \$100 million in the FY2027 defense appropriations bill.**
- **Ensure Armed Forces Servicemembers Receive Pay During Any Government Shutdown:** Request your support for the *Pay Our Troops Act* to ensure all active servicemembers in the military receive their pay during any lapse of appropriations. Also request the Congressional Delegation's support of any legislation that ensures federal civilians and federal contractors are made whole after a government shutdown. We appreciate that Congress took steps to ensure federal civilians were provided back pay at the conclusion of the 2025 federal government shutdown.

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

- **Jefferson Lab High Performance Data Facility (HPDF) and Operations Funding:** We thank the Department of Energy for selecting Jefferson Lab in Newport News as home to a new HPDF. We also thank the Congressional Delegation for their efforts in securing this national asset. **We request the Congressional Delegation support the FY27 President's Budget which includes \$32 million to begin construction of this new facility.**
- **Oppose Efforts to Drastically Cut NASA Funding or Close NASA Research Facilities:** With the release of the FY27 budget request, HRMFFA again has concerns about potential devastating impacts to NASA Langley Research Center. The budget proposes slashing Aeronautics by 35% (down to \$609.5 million), advancing a deliberate transformation that threatens Langley's role as NASA's primary hub for low-TRL aeronautics research, structural and materials design, high-speed wind tunnel testing, and strategically important hypersonic research. Further, the 47% cut to Earth Science explicitly reduces the Earth Science Technology program, terminating the planned development of highly advanced lidar and radar technologies. The proposal to transition NASA out of portions of Earth Science and move toward a 'science-as-a-service' model might work for mature missions like land imaging, but universities and industry both rely heavily on NASA, and especially Langley, for next-generation sensor development and





for maintaining long-term, calibrated climate records. Finally, the FY27 budget cuts NASA's Space Technology mission by 22% (down to \$624.3 million) while also reducing long-lead research in the Exploration budget to focus on near-term missions. Space Technology is one of Langley's core strengths and a foundational requirement for returning to, living on, and exploring the Moon and eventually reaching Mars, making these reductions deeply concerning. **We request the Congressional Delegation continue to support the vital research performed at NASA Langley and resist efforts to reduce their major mission areas in the FY27 appropriations process by supporting FY26 funding levels. Further, we request that FY27 appropriations bills put restraints on budget-driven restructurings that are detrimental to NASA Langley.**

- **Future Coast Guard Cutter Homeporting:** As the Coast Guard progresses with its multi-decade ships, boats, and aircraft recapitalization plan, homeporting decisions loom regarding where the next-generation of assets like the Heritage-class Offshore Patrol Cutters will be homeported. With its strategic Atlantic Ocean access, Hampton Roads offers an ideal location with ready access to the Atlantic Ocean and numerous professional and logistical resources to support a multitude of Coast Guard missions. However, as aging Cutters decommission, the region may suffer gaps in asset presence if the new Cutter fleet does not maintain sufficient levels in this strategic area. **We encourage direct Coast Guard leadership engagement on homeporting considerations for planned recapitalized vessels.** Supporting analyses that minimize any potential for disruptive asset coverage and avert degradation to Hampton Roads crisis response will help guarantee stability in offshore mission-ready assets as our Cutters, boats, and aircraft enter an era of comprehensive upgrades and replacements.
- **Expand DoW Partnership Authorities Across the Coast Guard:** Congress granted various partnership authorities to the Department of War empowering installations to collaboratively enter into agreements with local governments, universities, and private sector entities on infrastructure projects which provide mutual benefit. We believe there is benefit in having intergovernmental service agreements (IGSA) available to support all Coast Guard facilities. While the IGSA authority is applicable to the Coast Guard, it has not been implemented beyond a Coast Guard Academy pilot project. We applaud these early efforts and urge engaging Department of Homeland Security leadership to expand this authority across all Coast Guard installations so communities can support these critical facilities. **We request your support for statutory language requiring the Secretary of DHS to implement the IGSA authorities across the entirety of Coast Guard facilities in the United States and its territories.**





- **Consolidated Coast Guard Sector Virginia Headquarters Facility:** Sector Virginia personnel and offices are separated between various facilities among CG Base Portsmouth and the Federal Building, downtown Portsmouth. Additionally, Sector facilities on Base Portsmouth are undersized for current mission requirements. This leads to operational inefficiencies that could hinder the Sector's response to a major regional contingency. The need for a consolidated Sector Virginia HQ facility was validated during the 2008 master planning process. The Coast Guard submitted \$24M for a Sector Virginia HQ facility on their FY23 unfunded priorities list but this item has not reappeared in subsequent budget submission or unfunded lists. **We request the Congressional Delegation seek an update of Coast Guard officials when this project is to be funded in the Coast Guard budget or UPL.**
- **Authority for OTA Prototype Projects and Follow-on Production Contracts:** Prototype projects under Other Transactional Authorities (OTAs) can expedite commercial development of capabilities of future use to NASA missions but NASA cannot acquire the follow-on services or hardware production without a separate contract competition, which takes additional time. This hinders U.S. industry investment and innovation and commercial deployment of platforms, systems, and services for use by NASA and industry. The Senate has included this provision in Section 803 of S. 933, the NASA Transition Authorization Act of 2025/2026. **Request your support for ensuring this provision remains in the final legislation. It allows NASA OTA authority consistent with DoW's to enable commercial development to better align with future NASA and industry needs as appropriate for R&D and prototyping activities to enhance mission effectiveness.**
- **Small Business Innovation Research (SBIR/STTR):** SBIR/STTR program is important to the Hampton Roads area. In fact, NASA Langley leads the Agency with SBIR activity and highest dollar amount, including Phase II SBIRs. However, the current impasse in Congress that has led to the lapse in new SBIR/STTRs across the federal government is concerning. **We thank you for your support in including this provision in the recently passed S. 3971, the Small Business Innovation and Economic Security Act!**

