JON HUSTED
OHIO

United States Senate
WASHINGTON, DC 20510

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SMALL BUSINESS AND ENTREPRENEURSHIP
AGING

September 30, 2026

The Honorable Russell Vought
Director
Office of Management and Budget
725 17th Street NW
Washington, D.C. 20503

The Honorable Hung Cao
Acting Secretary of the Navy
U.S. Department of Defense
1000 Navy Pentagon
Washington, D.C. 20350

Dear Director Vought and Acting Secretary Cao,

Thank you for your work in overseeing the Office of Management and Budget's critical efforts in ensuring the strength and sustainability of America's shipbuilding industrial base. I write to you today to urge your full and fair consideration of Ohio to serve as the home of a new submarine Component Repair Center, the creation of which was directed by President Donald Trump's August 13 "Rebuilding the United States Navy and America's Shipbuilding Industrial Base" memorandum.

As you know, President Trump's August 13 memorandum includes a number of ambitious measures to grow the productive capacity of America's shipbuilding industrial base to the ensure that it can meet the needs of the United States Navy in clear alignment with the 2025 National Defense Strategy's prioritization of "supercharging" the U.S. defense industrial base. Section 5 of the August 13 memorandum directs the Secretary of War to prepare a plan to establish a Component Repair Center "to receive new and refurbish old components and parts as required by the submarine repair industrial base" sufficient to maintain one spare equipment "ship set" for the Los Angeles, Virginia, Seawolf, Ohio, and Columbia classes. The memorandum further states that the plan must select a site "to major road, rail, and river transportation networks" to ensure the rapid transportation of these sets to shipyards.

Northeast Ohio is an ideal location for the memorandum-directed Component Repair Center. The area is tightly integrated within U.S. transportation networks, and is well served by the exact road, rail, and river networks imagined in this memorandum. In terms of ground transportation, Northeast Ohio is connected to the rest of the American interstate system by the I-90, I-80, I-77, and I-76 interstates, and the greater Cleveland region, extending from Lordstown to Lorain, is crossed by major east-west train lines that would allow for fluid access to public shipyards in the Northeast, Mid-Atlantic, and West Coast. Additionally, the Port of Cleveland and the nine navigable miles of the Cuyahoga River serve as a gateway to international deep-water routes for large cargoes by way of Lake Erie and the St. Lawrence River and Seaway. The infrastructural and geographic advantages of placing the Component Repair Center in Northeast Ohio would be complemented by the region's

exceptional skilled workforce. Cuyahoga County, for example, boasts Ohio's greatest concentration of manufacturing employment, and the sector employs more than 65,000 people.

The creation of a Component Repair Center could not be timelier. According to the Government Accountability Office, the U.S. Navy has lost more than 15,000 attack submarine (SSN) operational days at a cost of $3.4 billion due to maintenance delays between Fiscal Year 2016 and Fiscal Year 2025. Frustratingly, the average depot-level maintenance period of U.S. Navy SSNs rose to 809 days between fiscal years 2021 and 2025 from 744 days between fiscal years 2016 and 2025. Many of these delays can be attributed to the uneven availability of spare parts, that will hopefully be address through the creation of this Component Repair Center.

Once again, thank you for work to ensure America's shipbuilding industrial base is up to the task of providing the U.S. Navy with the ships it needs to take on the missions our nation expects of it. If you have any questions, my staff stand ready to assist.

Sincerely,



Jon Husted
United States Senator

CC Vice Admiral Robert M. "Rob" Gaucher, Director, Submarine Programs, U.S. Navy