

**York County
August 1, 2023**

Maintenance Accomplishments for Quarter and County Requests May 1 – July 31

We have completed 525 of 402 maintenance work orders this period with 123 outstanding (77% complete).

Drainage being the top request item for period

Residency Direct Line 757-253-5138/VDOT's Customer Service Center **1-800-FOR-ROAD (1-800-367-7623)**

A few highlights of maintenance accomplishments are:

- **Ditching** – Rte. 134 & Industry Drive, Pines of York, & Brandywine Subdv.
- **Vector** – Rte. 134 from Victory to Lawn Green (County Partnering) and Water Street.
- **Machine Patching w/Asphalt** – Ballard, Reed, and Water Steet, Albacore Dr., Jernigan Lane, Autumn Way, Jessica Dr. & Bridgewood Dr.
- **Tree Trimming** – Old Williamsburg Road, Goosley Road, Yorktown, Big Bethel and Cook Road
- **Machine Mowing** – Brush cutting on Old Williamsburg Road, Cook Road, and Goosley Road. 2nd county mowing cycle complete and 3rd cycle scheduled to start August 22nd.
- **Sinkhole Repair** – 414 Tides Run, 102 Henry Lee Lane & 211 Fielding Lewis Drive
- **Shoulder Repair** – Wolftrap Road, Cook Road, Old York Hampton & Darby Road

Planned Maintenance Projects

Link Road: Ditch/shoulder improvements

- Start work: 2/9/23
- Proof of Concept: approx. 2' widening @ 150 LF
- Interim Target: 700 LF
- Total Project length: 1400 LF

Rte. 134/Rt. 17S: Shoulder and Slope Repairs

- Planned Start March/April
- T.E. Detour received
- Need to Submit SUE QL-B for utility verification

Lakeland Overflow: Lining existing pipes

- Quick Quote for Spray-liner: Development in progress

Rte. 17 @ Main Street

- BMP slope and erosion repair
- Late August start

Crawford Road Crosspipe Installation

Rte. 17 Pavement Joint Repair

VDOT Administered Projects

Pilot Mid-Block Pedestrian Crossing Project

Mid-Block pedestrian crossing on Rte. 60 Bypass East of Country Inn. Task order has been issued and anticipate construction to start mid-August. Projected completion mid-October. Long lead-time equipment pre ordered to shorten construction duration.

Asphalt Paving `23 – Advertised December 2022 / Completion November 2023

Fort Eustis Blvd - Rte. 105 EB & WB from NNCL to Old York-Hampton Hwy (~2.8 miles)

Kiln Creek Blvd - Rte. 1800 EB & WB from NNCL to Victory Blvd (~1.5 mile) 2 sections

Village Ave - Rte. 1838 from Victory Blvd to Commonwealth Dr. (~.5 miles)

Commonwealth Dr. - Rte. 1839 from Victory Blvd to Oak Mill Lane (~.5 miles)

Wolfrap Road - Rte. 630 from Rte. 17 to Hornsbyville Rd (~2.3 miles)

Airport Road - Rte. 645 from Rochambeau Dr. to Mooretown Rd. (~2 miles)

Yorktown Road - Rte. 706 from Big Bethel Rd to Hampton Hwy. (~1.5 miles)

Latex `23 – Advertised December 2022 / Completion November 2023

Capital Landing Road - Rte. 143 NB & SB from WCL to EOSM (Camp Perry) (~1.1 miles)

Lakeside Drive - Rte. 620 from Rte. 17 to 420' E of Old Lakeside Drive (~1.3 miles)

Contractor is working punch list items to include sweeping and pavement marking items on Rte. 620

Penniman Rd/Government Rd/Roadway Improvements (UPC 16314)

Improve safety by widening Penniman Road, adding bicycle lanes, adding curb & gutter and realigning Government Rd intersection from "Y" to "T" configuration. Utility relocation is 95% complete, Advertisement October 2023 and scheduled to start construction in early 2024. Construction planned completion in August 2025. Navy RR Parcel easement cleared.

Rte. 171 Right Turn Lane Extension (UPC 113633)

Extend the westbound Victory Blvd. right turn lane at Kiln Creek Pkwy (700 feet) to create a fourth WB (outside) lane to the Walmart entrance.

Advertisement December 2024 with award March 2025

Wythe Creek Road Project (UPC 97715, UPC 13427)

The Wythe Creek Road project is comprised of two projects spanning from the Wythe Creek/Commander Shepard intersection in the City of Hampton to Huntlandia Way in the City of Poquoson for a total project length of 1.8 miles. The project provides a three-lane reversible roadway from Commander Shepard Boulevard to Cary's Chapel Road. Two lanes will be operated in the southbound direction in the AM peak hour, and two lanes in the northbound direction in the PM peak hour. In the off-peak hours, the center lane will operate as a two-way center left turn lane. A new 1,500 feet long bridge will be constructed through the causeway area between Hampton and Poquoson, bringing the roadway surface elevation above the 100-year flood plain.

A new signal will be constructed at the Wythe Creek/Cary's Chapel intersection, and existing signals will be modified at the Voyager Drive and Langley Boulevard intersections. The existing roadway over the causeway will be repurposed to a sidewalk/multi-use path and new sidewalks will be constructed to provide a continuous pedestrian facility within the project area. The pavement north of Cary's Chapel Road will be resurfaced. Upon completion, this project will add capacity, reduce congestion, improve pedestrian accommodations, add street lighting, and improve roadway drainage.

Schedule:

- Advertisement: 11/9/2023
- Award: Mar. 2024
- Construction NTP: Nov. 2024
- Construction Complete: Sep. 2027

Smart Scale

SMART18 - Route 17 Widening between Rte 630 and Rte 173 (UPC 111787)

Widen Route 17 (George Washington Memorial Highway) from 4 to 6 lanes between 1.517 miles north of Route 630 (Wolf Trap Rd.) and Route 173 (Denbigh Boulevard/Goodwin Neck Road). Target adv. December 2026 with Construction starting summer of 2027 and completion in December 2029. Scoping phase closed for this project. Design approval was summer of 2022. Public Hearing held on April 28, 2022. CE (NEPA doc) cleared. Partnering with City of NN on shared BMP which will provide cost savings to project.

SMART18 - Route 171 Widening between Route 17 and Route 134 (UPC 111791)

Widen Route 171 (Victory Boulevard) from 5 to 6 lanes between Route 17 and Route 134 to improve capacity and operational deficiencies at the intersection of Route 17 and Route 171. Preliminary Engineering is underway, Adv. is April 2024 and completion in July, 2025. Willingness period is closed. Design approval package is complete. We are currently in R/W – Utility Relocation phase of project.

SMART20 Route 171 capacity enhancements BTW Rtes. 134 & 1740 (UPC 115509)

Intersection, turn lane, and shoulder improvements with a shared use path along Route 171 between Route 134 and Heavens Way (Route 1740). Preliminary Engineering started end of 2022 and completion in 2028. Working on project scoping.

Traffic Engineering Studies

Speed Study Route 782 (Cary’s Chapel Road) – Study supported the 35-mph speed limit that exists.

Speed Study Route 1763 (Coventry Blvd) – Study supports 25 mph speed limit based on the 10 MPH Pace Speed of 22-31MPH and pedestrian/bicycle activity.

Speed Study Route 1750 (Owen Davis Blvd) – Study supports 25 mph speed limit based on the 10 MPH Pace Speed of 22-31MPH and pedestrian/bicycle activity.

Crosswalk Review Route 1763 (Coventry Blvd.) - Based on this review, the following is recommended for Route 1763 (Coventry Blvd.) at Lilburne Way and Peachtree Lane:

- Install High Visibility Crosswalk Pavement markings across the south approach of Route 1763 (Coventry Blvd.) at Lilburne Way and Peachtree Lane.
- Install two (2) Pedestrian Warning signs on Route 1763 (Lilburne Way and Peachtree Lane) at the crosswalk location on both sides of the street.
- Supplement the two Pedestrian Warning signs with two (2) Down Arrows panels.

Request for Additional Traffic Control Devices Route 1800 (Kiln Creek Pkwy) - Based on this review, Traffic Engineering recommends STOP HERE FOR PEDESTRIAN sign be installed in advance of these crosswalks for each approach. Additionally, a STOP LINE will be installed adjacent to the previously mentioned sign.

Intersection Review Route 1020 (Ballard St)/Colonial Parkway/Route 1001 (Zweybrucken Rd) - Based on this review, the following is recommended: - Refresh the intersection pavement markings on Route 1020 (Ballard Street).

Land Use (May 1, 2023 – July 31, 2023)

| | |
|-------------------|----|
| Plan Reviews | 25 |
| Permits Issued | 39 |
| Permits Completed | 8 |
| Ln. Miles added | 0 |

NPS – Colonial Parkway Rehab Project Phase 1– Detour traffic impacts

From: The Roosevelt Group <Jpatton@rooseveltdc.com>
Sent: Friday, August 4, 2023 7:59 AM
To: Schott, Heather
Subject: [EXTERNAL] Executive Insight Brief



Executive Insight Brief

August 4, 2023

Headlines - Aerospace & Defense - Budget & Approps - Advanced Tech - Military Installations & Communities -
Homeland Security - Transportation & Infrastructure - Biotech & Healthcare - Climate & Development

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- [Rep. Dan Bishop to give up congressional seat to run for N.C. attorney general](#)
- [DOJ charges 2 sailors with spying for China](#)

Worth reading: [How Silicon Valley is helping the Pentagon in the AI arms race](#)

View From The Hill



Capitol Hill went quiet this week, apart from [false reports](#) of an active shooter in Senate office buildings, as lawmakers began their eagerly anticipated August recess. In a non-election year, August recess represents the single longest stretch of time away from DC, when Members travel extensively on CODELS, take vacations, and spend time in their districts. The tradition of August recess goes back [decades](#), when Washington is at its muggiest and lawmakers are so tired of each other that there's a palpable sense of

“confused thinking, harmful emotions, destructive tempers, unsound and unwise legislation, and ill health with the very specter of death hanging over Members of Congress,” as Senator Margaret Chase Smith observed in 1959.

In a massive blow to Alabama’s congressional delegation, including the powerful House Armed Services Committee Chairman Mike Rogers (R-AL), President Biden [opted](#) to keep the U.S. Space Command permanently based in Colorado, overturning a decision by the Trump Administration to move SPACECOM to Alabama. The decision comes amidst ongoing tension between the White House and Alabama Republican Senator Tommy Tuberville, who has been holding up military promotions and confirmations for months in protest of the Pentagon’s abortion policies.

With the Senate having freshly passed its [own version](#) of the NDAA last week before lawmakers skipped town for summer break, staff on both sides of the Capitol are now positioned to begin ironing out differences in language, before formal conferencing of the two bills begins in September.

The only real official activity on the Hill this week was a House Judiciary Committee [meeting](#) to depose Devon Archer, a business associate of Hunter Biden, for more than three hours. This deposition is part of the House GOP’s effort to investigate alleged influence-peddling by the President’s son to secure business deals, though Democrats on the committee shared that while Archer did confirm the younger Biden put his father on speaker phone multiple times over the years, it was not in regards to business deals and was part of a more generalized effort to create an “illusion of influence” on the part of Hunter Biden.

Aerospace & Defense

[In reversal, Air Force wants prototype NGAD engines from both Pratt and GE \(Breaking Defense\)](#)

The Air Force has decided to fund both Pratt & Whitney and GE Aerospace at least through the prototype phase to make an engine for the service’s forthcoming Next Generation Air Dominance (NGAD) fighter, reversing earlier plans to ax one of the competitors earlier. Last year at the Life Cycle Industry Days conference here, Sneden said that budget constraints by the end of 2024 would force officials to eliminate either Pratt & Whitney or GE Aerospace from the Next Generation Adaptive Propulsion (NGAP) program, the formal name of the effort to build the NGAD fighter’s engine. But now, Air Force propulsion chief John Sneden said he’s confident the Air Force’s can support both vendors through the prototyping phase, which he said is critical to maintain the health of the propulsion industrial base. Under NGAP, the service last year issued contracts to Pratt and GE — as well as Boeing, Lockheed Martin and Northrop Grumman — to ensure that

propulsion offerings can fit into any airframe ultimately selected. The service plans to make an award for NGAD in 2024, and following Northrop's announcement that it won't bid as a prime, Lockheed and Boeing are assumed to be competing to make the fighter itself. Congress appears poised to fully provide the service's \$595 million fiscal 2024 funding request for NGAP, according to drafts of appropriators' legislation. As the prototyping phase approaches in the 2024-2025 timeframe, both companies will have to share their designs — and as of right now, Sneden expects both will be worthy of fielding as prototypes.

[Air Force to issue new refueling tanker request in September](#)

[BAE Systems: forecasts rise alongside geopolitical tensions \(Financial Times\)](#)

Seventeen months after Russia's brutal invasion of Ukraine, the war in Europe appears a neat explanation for the performance of BAE Systems, maker of Typhoon aircrafts and Dreadnought submarines. But record first-half results from Britain's largest defence company are in part the product of longer-term plans. Big-ticket items, such as aeroplanes, warships and submarines, are responsible for a much bigger share of BAE's business. Air and Maritime divisions made up more than half of first-half revenues. These involve multi-decade-long programmes. BAE's results suggest that these segments are gaining traction as global anxiety rises. The biggest growth came from Maritime, where sales rose 21 per cent on accelerated UK funding for the Dreadnought programme. Amid strong cash flow, it has also increased investment in R&D, up 11 per cent in the first half of the year, and expanded production capacity. That bodes well for future sales. It has the financial means to do so. Net debt is well below forecast ebit. This means that BAE has the option to acquire smaller rivals. It is reported to be casting its eye over US group Ball Aerospace. Such deals may help BAE narrow the valuation gap with its US peers.

[Pentagon Sets F-35 Order Ceiling At 780 Between 2026-2030](#)

[Navy awards nine Arleigh Burke destroyers in five-year contracts \(Defense News\)](#)

The U.S. Navy on Tuesday announced a pair of multiyear procurement contracts for the Arleigh Burke class of destroyers, awarding six to Hill's Ingalls Shipbuilding and three to General Dynamics' Bath Iron Works. The service will buy these nine Flight III destroyers across fiscal 2023 through 2027. The contracts also include options for additional ships, should they be funded in future defense budgets. The Navy did not disclose the value of

the contracts in its Tuesday announcement. In the previous multiyear procurement contract, which covered ships from FY18-22, the Navy initially awarded \$3.9 billion to Bath Iron Works for four ships and \$5.1 billion to Ingalls Shipbuilding for six ships. The cost of the ships has increased since the last contract, however. According to FY24 budget documents, the Navy plans to spend \$7.87 billion in FY23 for three ships. It projects spending about \$4.3 billion to \$4.7 billion a year to buy two destroyers a year throughout the rest of the contract period. At the time, Bath Iron Works was running behind on its Arleigh Burke-class destroyer construction as it struggled to finish building the Zumwalt-class destroyers. The split reflected Ingalls' ability to deliver the ships faster, amid the backlog at BIW's Maine shipyard. This multiyear procurement approach saved \$830 million across the nine ships, acting assistant secretary for research, development and acquisition Frederick Stefany said in the Navy statement.

Budget & Appropriations

[Big shoes filled as Senate appropriators spread earmarks wealth \(Roll Call\)](#)

The retirement of several titans of congressional appropriating hasn't slowed down the Senate's appetite for "congressionally directed spending" — better known as earmarks. Under new management this year, the Senate Appropriations Committee has allocated nearly \$7.6 billion worth of earmarks among over 3,700 separate line items tucked into their fiscal 2024 bills, a CQ Roll Call analysis found. That's just a hair under the \$7.8 billion provided in the initial Senate versions last year — which is striking because of that total, \$1.8 billion was for projects requested by a handful of senators who've since retired. The new leaders of the Appropriations Committee, Chair Patty Murray, D-Wash., and ranking member Susan Collins, R-Maine, have distributed earmarked funds a little more evenly among their colleagues. No single senator broke the half-billion-dollar mark, as Richard Shelby and James Inhofe each did last year. Dethroning Shelby as the largest earmarker in the Senate is Lisa Murkowski, R-Alaska — securing \$465 million for her remote home state. Collins' promotion to the spot vacated by Shelby coincides with her earmarks total propelling her up to No. 3 in the chamber with \$366.1 million, behind only Murkowski and Lindsey Graham, R-S.C., a senior appropriator who has \$395.2 million in the Senate bills.

[House GOP worries that hardliners actually want a shutdown](#)

[SALT Deduction Cap Vexes GOP After Vexing Democrats After Vexing GOP \(Wall Street](#)

[Journal\)](#)

The \$10,000 cap on the state and local tax deduction is bedeviling Congress. Again. Taxpayers who itemize deductions can get a federal break for state and local income- and property-tax payments. Republicans in 2017 limited that deduction to help pay for tax cuts, and the new restrictions largely pinched high-income people in high-tax states. That decision split the GOP, divided Democrats who tried to repeal it, and just sparked yet another intraparty fight. The latest dispute over what is colloquially known as the SALT cap pits a group of suburban Republicans against the rest of their party. The lawmakers, who largely hail from competitive districts in high-tax states, say they will block a GOP tax bill unless the top tax writer, Rep. Jason Smith (R., Mo.), agrees to raise or scrap the \$10,000 limit. The issue is complicating legislation that Smith and House GOP leaders want to pass that would reverse business-tax increases that Republicans baked into the 2017 law and that took effect in recent years. Without quick action by Congress, many small research-intensive companies face enormous tax bills because of a provision that changed how they deduct research costs. Smith, who leads the House Ways and Means Committee, said he has been meeting with Republicans from high-tax states and is confident he has enough votes to get his bill through the House after Congress's summer break. It appears unlikely to become law as written. Democrats are open to business-tax changes but also want to expand the child tax credit in ways that Republicans oppose. Smith suggested that SALT cap changes could be possible in an end-of-year bipartisan bill—but not now.

[FAA extension on the horizon as legislative calendar shortens](#)

[Biden-Tuberville feud deepens with Space Command decision \(The Hill\)](#)

An increasingly bitter feud between Sen. Tommy Tuberville (R-Ala.) and the Biden administration deepened this week after the White House nixed former President Trump's decision to move Space Command from Colorado to Alabama. The decision enraged the Alabama delegation, including Tuberville, who had already earned the scorn of the White House and Pentagon with an abortion rights-related hold on more than 300 military appointees. The fight over Space Command now seems likely to solidify Tuberville's stance on the holds, complicating an already difficult path for Biden nominees. Tuberville quickly accused Biden of playing politics with the decision. The White House says the most significant factor the president considered was how a move to Alabama would impact "operational readiness to confront space-enabled threats." Republicans aren't convinced. They believe Tuberville's holds — which are set to hit the five-month mark next week — have given the administration an opening to keep Space Command headquarters in Colorado and out of a red state with which the administration has not been friendly. The Biden administration has taken issue with Alabama since it passed a near-total ban on abortion. The decision's timing raised eyebrows in GOP circles as it came only days after Congress broke for its monthlong August recess and days after the Senate passed its

version of the National Defense Authorization Act (NDAA).

Advanced Technologies

[How the Army is reorganizing its network, cyberops offices \(Breaking Defense\)](#)

By October this year the Army will have officially restructured its main offices responsible for the development and acceleration of its enterprise and tactical network and cyber operations, in an effort to streamline the service's current set up. As it was, the service's different network and cyber efforts were spread across three program executive offices (PEOs). But under the restructure, which was announced in May, several organizations will be shuffled and redistributed under the umbrella PEOs for command, control, communications-tactical (C3T), intelligence, electronic warfare and sensors (IEW&S) and enterprise information systems (EIS). "To achieve digital transformation and better support delivery of a unified network" the assistant secretary for the Army of acquisition, logistics and technology is "optimizing PEOs and making changes to demonstrate agility and synergy," Paul Mehney, a spokesman for PEO C3T told Breaking Defense in a statement. Mehney said that no current contracts, awards, jobs or physical moves are being affected by the PEOs restructuring. But the change could pay dividends with better organizational lines and focus areas — or at least, the Army hopes it does. More Army offices could follow this type of reorganization in the future. Young Bang, principal deputy assistant secretary of the Army for acquisition, logistics and technology, said in May that unmanned aerial vehicles, an area currently spread across offices like PEO aviation and PEO soldier, could be ripe for its own shakeup.

[Air Force electronic warfare commander seeks spectrum dominance](#)

[Congress unlikely to pass sweeping new AI laws, key GOP senator says \(Politico\)](#)

Republican Sen. Todd Young, a pillar of Majority Leader Chuck Schumer's efforts to craft new AI laws in the Senate, told POLITICO he doesn't expect the U.S. will need sweeping legislation to mitigate the technology's risks. Instead, the Indiana Republican anticipates the Senate will equip federal agencies with the people and other resources needed to implement laws already on the books in a world that is increasingly being transformed by algorithms and artificial intelligence. Young is part of the small, bipartisan club Schumer has assembled, along with Sens. Mike Rounds (R-S.D.) and Martin Heinrich (D-N.M.), to break through congressional gridlock and put guardrails on a powerful new technology that Washington has come to see as an existential threat. That could lead Congress to

establish a new office in the White House to tackle artificial intelligence or perhaps expand the authority of the Office of Science and Technology Policy, Young suggested. But the debate between creating a new agency or leaning on existing ones has yet to be settled. The four lawmakers set out to develop “a high-level plan, a coordinated effort” for identifying threats posed by artificial intelligence and a methodology for countering them, Young said. But committees, he continued, will then address specific concerns in areas like education, agriculture and defense, and he expects they will focus on empowering federal agencies.

[New House bill calls for cloud interoperability](#)

[Airbus forms joint venture in bid to replace International Space Station \(Financial Times\)](#)

Airbus is forming a joint venture with US start-up Voyager to compete to build a replacement for the International Space Station, an internationally funded laboratory in space that is due to be decommissioned by the end of the decade. The deal announced on Wednesday formalises the partnership unveiled in January on Voyager’s Starlab project and will see Airbus replace US defence company Lockheed Martin as its main industrial partner. Starlab is one of the frontrunners in a race launched by Nasa four years ago to develop commercial alternatives to the ISS, which was launched 23 years ago and orbits some 420 kms above the earth. Among the other contenders in the race trying to build a replacement is Jeff Bezos’s Blue Origin, which is leading a consortium offering a 30,000-sq-ft “ecosystem” of different habitats and services for industry, research and tourism. Nasa has allocated \$550mn to four consortiums in the first phase of the competition, which will examine the spacecraft design and the business cases of each contender. The US agency has insisted each be commercially viable. Alongside Starlab and the Blue Origin consortium, Axiom Space is bidding to expand the module it already has attached to the ISS into a vehicle hosting activities from research to tourism and astronaut training. US defence and space company Northrop Grumman wants to build a platform that can be used for training or science projects. Nasa is expected to choose at least two designs by about 2025, when it will agree firm service contracts — subject to certification — with the winner or winners.

Military Installations & Communities

[Makeshift Bases and Fast-Moving Troops: How the Marines Train to Thwart China \(Wall Street Journal\)](#)

After two decades fighting land wars in the Middle East, the Marines are now training for small, mobile and hard-to-detect teams to set up temporary bases and move from island to island in the Indo-Pacific, where the troops can then use rockets, aircraft and other weapons to deny any adversary use of pivotal waterways nearby. For the Marines, the Scherger air base, in Australia's tropical zone and not far from Papua New Guinea, imitates the climatic conditions the troops might face in flashpoints such as the disputed South China Sea and around Taiwan. The concept, called expeditionary advanced base operations, has similarities with the U.S.'s campaign against Japan in World War II, but there are new challenges. Rather than just fighting their way in, the idea is for Marines to be prepositioned or stealthily deployed to areas within the range of China's missiles, aircraft and ships. That means U.S. troops would need to keep their electronic, thermal and physical footprints low—and be able to move fast. Allies such as Japan and the Philippines, which control many of the most advantageous locations for these small teams, would need to consent to the U.S. using their territory in a conflict, which isn't guaranteed. And the U.S. must figure out how to deploy, supply and provide medical care for troops over the Indo-Pacific's vast distances.

[Biden Made the Final Call on Space Command Basing. Was the Air Force Out of the Loop?](#)

[Lawmakers pressed to improve solutions for military hunger \(Roll Call\)](#)

Lawmakers writing this year's defense authorization bill will soon decide once again how best to help military families plagued by food insecurity, as legislative efforts to date have failed to help more than 99 percent of those in need, official figures show. Nearly 1 in 4 active-duty servicemembers — or about 286,800 people, not counting their family members — suffer food insecurity, according to the most recent Pentagon survey of the force. But Congress' purported solution to the problem, a so-called basic needs allowance, or BNA, is helping only about 2,400 troops — or just 0.8 percent of the 286,800 reportedly in need, CQ Roll Call disclosed in January, citing figures provided by the Defense Department. The question Congress has grappled with is how best to determine which service members should be eligible for the income supplement. The basic needs allowance, as currently crafted, requires that troops' housing allowances must count toward their income. The House's fiscal 2024 NDAA would drop the requirement to include housing payments as income under the program, something anti-hunger advocates and military family supporters have long called for. But the Senate's NDAA does not follow suit, instead giving the service secretaries more latitude to exclude housing payments from income calculations in cases the secretaries believe it is warranted.

[Tucson's Davis-Monthan AFB Formally Picked for New Spec-Ops Wing](#)

[Feds investigating Air Force contractor for network breach, theft \(Military Times\)](#)

An Air Force contractor in Tennessee is the subject of a federal investigation into a “critical compromise” of military communication networks used by Air Force training units at 17 bases, plus other state and federal agencies, according to documents filed in U.S. District Court. The man allegedly stole nearly \$90,000 in military and state government radio equipment and the software that powers it, an agent with the Air Force Office of Special Investigations said in a June 29 request for a search warrant. He had gained “unauthorized administrator access” to the radio network used by Air Education and Training Command, and could access from home the entire radio system of Tennessee’s Arnold Air Force Base, where he worked, the affidavit said. Investigators also found that he could enter the communications systems of the FBI; the Tennessee Valley Authority, the federally run utility company that provides electricity to 10 million people; and other state agencies, according to public court documents. The investigation into the Tennessee man began in August 2022, when colleagues at Arnold AFB reported that military communications equipment had gone missing.

Homeland Security

[Coast Guard 2003 Cyber Protection Team establishes new command \(U.S. Coast Guard News\)](#)

The 2003 Cyber Protection Team (CPT) was established, Tuesday, at Coast Guard Island as the third CPT command and unit in a ceremony held by Coast Guard Cyber Command (CGCYBER). Vice Adm. Peter W. Gautier, Deputy Commandant for Operations presided over the ceremony. 2003 CPT’s mission is to provide assessment, threat hunting, and incident response capabilities to the Marine Transportation System (MTS). 2003 CPT is the first CPT geographically detached unit from CGCYBER and is continuing to staff its team to receive full operational capability certification by United States Cyber Command (USCYBERCOM) in Spring 2024. The MTS is part of the Transportation Systems Critical Infrastructure sector as declared by the Cybersecurity and Infrastructure Security Agency (CISA). Notably, the MTS overlaps with several other critical infrastructure sectors that have a maritime nexus, which makes CPTs an invaluable asset for defending public infrastructure throughout the United States and its territories.

[House Republicans open investigation into email breach at federal agencies](#)

[DOD 'years behind' private sector in utilizing AI for cybersecurity, official says \(Nextgov\)](#)

The Department of Defense is "years behind" the private sector in implementing the use of artificial intelligence to help bolster its cybersecurity capabilities, a top official said Wednesday. Drew Malloy, technical director of the Cyber Development Directorate for the Defense Information Systems Agency, detailed the challenges DOD has faced in leveraging AI-based security solutions and said the defense agency was exploring ways to further operationalize emerging technologies into its cybersecurity practices. A Government Accountability Office report published in June urged DOD to issue department-wide guidance instructing its components how to approach acquiring AI technologies and solutions. The report said that DOD has "historically struggled to acquire weapon systems software" and noted that "AI acquisitions pose additional challenges." DOD officials have previously underscored the importance of prioritizing an ethical AI strategy when developing and fielding autonomous weapon systems. Last year, the department established the Chief Digital and Artificial Intelligence Office to help accelerate the adoption and use of data, analytics and AI.

[New White House plan goes all out to bring people into cyber](#)

[Border arrests surged in July, a blow to Biden migration plan \(Washington Post\)](#)

Illegal crossings along the U.S. southern border jumped more than 30 percent in July, according to preliminary U.S. Customs and Border Protection data obtained by The Washington Post, dealing a blow to President Biden's new immigration enforcement strategy at a time when his policies are facing multiple legal challenges. U.S. agents made more than 130,000 arrests along the Mexico border last month, preliminary figures show, up from 99,545 in June. Authorities allowed an additional 50,000 migrants to cross into the United States in July, primarily through Biden administration programs allowing asylum seekers to schedule appointments at U.S. ports of entry using the CBP One mobile application. The spike in illegal crossings was most pronounced in the deserts of southern Arizona, despite daytime temperatures that often surpassed 110 degrees. U.S. agents there made about 40,000 arrests in July, the highest one-month total for the Tucson sector in 15 years, CBP data show.

Transportation & Infrastructure

[Pentagon, telecom industry's battle over spectrum symptomatic of a troubled system \(DefenseScoop\)](#)

For decades, the Department of Defense has had relatively unquestioned access to a large portion of the electromagnetic spectrum — a critical resource that enables capabilities like radars, satellite communications and navigation systems. However, a number of leaders at the Pentagon concerned that access may soon be taken away. “That part of the spectrum is where we have many of our capabilities across the Joint Force,” Air Force Chief of Staff Gen. Charles “CQ” Brown said in July during his confirmation hearing to be the next chairman of the Joint Chiefs of Staff. “If we had to vacate that, we’d lose that capability and we’d have to figure out how now to regain that capability, and that will take time and cost money.” Brown’s comments to the Senate Armed Services Committee were echoed by numerous Pentagon officials throughout this year’s budget hearing process. They represent one side of a yearslong battle between the Defense Department and the commercial telecommunications industry over access to the 3.1-3.45 GHz S-band. That portion has been solely designated to the Defense Department for decades. But telecommunications companies are arguing that obtaining access to it is crucial for them to meet a rising demand for 5G wireless technology.

[Multi-year destroyer contracts will bolster shipyards, workforces: Navy](#)

[GOP readies fight against new fuel economy standards \(Roll Call\)](#)

The increased fuel economy standards for cars and light trucks floated by the Transportation Department are aimed at complementing stricter tailpipe emission limits proposed by the EPA in April, putting more pressure on automakers to swiftly transition to electric vehicles over the next decade. And lawmakers are drawing similar partisan conclusions about the fuel economy standards as they did about the tailpipe limits, teeing up more debates on what Republicans say is administrative overreach to mandate the adoption of electric vehicles. The proposed Corporate Average Fuel Economy (CAFE) standards unveiled on Friday by the National Highway Traffic Safety Administration at DOT would push automakers from a fleet average of 44.2 miles per gallon for passenger vehicles sold in model year 2024 to a fleet average of 57.8 mpg in model year 2032. The initial reaction from the auto industry was relief that NHTSA’s proposal appeared to be in sync with the EPA’s proposed emission limits, but the industry’s chief lobbying group reiterated that it is still concerned the Biden administration’s overall goals for the shift to

EVs is too ambitious.

[Legislation Would Help Terminal Operators Buy Zero-Emission Cargo Equipment](#)

[USDOT says probe into Southwest Airlines December meltdown ongoing \(Reuters\)](#)

The U.S. Transportation Department on Wednesday said its comprehensive investigation into Southwest Airlines' December meltdown is ongoing. Southwest canceled 16,700 flights impacting more than 2 million passengers after its crew scheduling software failed to handle staffing changes. The department first disclosed in January it was reviewing whether Southwest executives "engaged in unrealistic scheduling of flights which under federal law is considered an unfair and deceptive practice." USDOT said Wednesday it is continuing its "rigorous and comprehensive investigation." Southwest in a securities filing last week said it could face fines or penalties resulting from the USDOT or other governmental agencies. Southwest did not immediately comment on Wednesday. The department added on Wednesday that it "is currently investigating several domestic airlines for unrealistic scheduling of flights."

Biotechnology & Healthcare

[U.S reaches record low uninsured rate just prior to Medicaid redeterminations \(Healthcare Dive\)](#)

The percentage of uninsured Americans fell to 7.7% in March — a record low, according to new data from the Centers for Disease Control and Prevention. However, the uninsured rate has likely almost certainly risen due to Medicaid redeterminations, which have resulted in an estimated 3.8 million Americans having been kicked off the safety-net coverage since states resumed eligibility checks in April. Insurers with major exposure to Medicaid redeterminations, including Elevance, Molina and Centene, in earnings calls have confirmed Medicaid membership fell in the second quarter, but cautioned that it's too early in the redetermination process to draw conclusions about beneficiaries' final insurance status. The nation's uninsurance rate has remained below 11% since 2015, since the Affordable Care Act created the individual insurance marketplace. Insurance coverage in the U.S. has also benefited from Medicaid expansion in a majority of states and, more recently, increasingly generous federal subsidies in the ACA exchanges.

[The Political Turf Battle Over the Future of Your Prime Rib](#)

[Mobile medical units to be deployed across US to aid homeless vets \(Military Times\)](#)

Veterans Affairs officials will deploy 25 mobile medical units to cities across the United States over the next six months in an effort to boost homelessness prevention and assistance efforts, department leaders announced Thursday. The first unit arrived in Orlando, Florida, on Thursday morning. The vehicles are staffed by a variety of medical providers and have private space for veterans to receive services such as primary care, mental health assistance and telehealth services. The mobile units have been used in the past as part of disaster relief efforts and to help with initiatives like rural veterans health care enrollment. Now, they'll be part of the department's stated goal of finding housing for at least 38,000 veterans this year, and providing support services to go along with that newfound stability. The number of veterans experiencing homelessness dropped more than 11% from the start of 2020 to early 2022, according to the most recent data from federal researchers. But about 33,000 veterans across the country are without reliable housing options on any given night in America.

[Moderna sees up to \\$4 billion in 2023 sales from private market for COVID shots](#)

[Moderna plots lung cancer trial for Merck-partnered vaccine \(Fierce Biotech\)](#)

Moderna's buzzy cancer vaccine partnership with Merck will soon take a leap into lung cancer, after recent clinical data showed the shot—alongside Merck's blockbuster Keytruda—significantly reduced risk of recurrence or death in patients with melanoma. The famed biotech has "bold ambitions" for the individualized neoantigen therapy (INT), dubbed mRNA-4157, Kyle Holen, Moderna's head of development of therapeutics and oncology, told FierceBiotech in an interview. The vaccine is currently being studied in combination with Keytruda in a phase 3 trial of patients with high-risk melanoma. The next step will be a new, early-stage trial to assess mRNA-4157 in combination with Keytruda in lung cancer, Holen said. The pharma hopes to test out the vaccine in other tumor types as well, according to Holen, though plans beyond lung cancer haven't been finalized yet.

Climate & Development

[Key Republican casts doubt on bipartisan permitting deal over dispute with White House \(The Hill\)](#)

A dispute between Republicans and the White House over environmental policy could throw a wrench into ongoing talks about how to reform the nation's infrastructure. A key House Republican has indicated he may be willing to walk away from the permitting reform talks amid a disagreement over a rule that, in part, implements previous changes related to the issue that were passed under a deal to lift the debt limit. "There is no way Congress will give this Administration new laws to invent imaginary authorities if they continue to operate in bad faith in the implementation of the Fiscal Responsibility Act's [NEPA] reforms," said Rep. Garret Graves (R-La.), who has been a key negotiator for House Republicans on the issue, in a written statement to The Hill. Republicans and many Democrats alike have lamented the time it takes to get new infrastructure and energy projects up and running. The GOP in particular has identified lengthy environmental impact studies and court challenges as among the reasons that projects take so long to be built. They have been in talks with Democrats for months on the issue, with Democrats seeking to speed up renewable energy projects.

[World battles to loosen China's grip on vital rare earths for clean energy transition](#)

[The first US nuclear reactor built from scratch in decades enters commercial operation in Georgia \(AP News\)](#)

The first American nuclear reactor to be built from scratch in decades is sending electricity reliably to the grid, but the cost of the Georgia power plant could discourage utilities from pursuing nuclear power as a path to a carbon-free future. Georgia Power Co. announced Monday that Unit 3 at Plant Vogtle, southeast of Augusta, has completed testing and is now in commercial operation, seven years late and \$17 billion over budget. At its full output of 1,100 megawatts of electricity, Unit 3 can power 500,000 homes and businesses. A number of other utilities in Georgia, Florida and Alabama are receiving the electricity, in addition to the 2.7 million customers of Southern Co. subsidiary Georgia Power. A fourth reactor is also nearing completion at the site, where two earlier reactors have been generating electricity for decades. The Nuclear Regulatory Commission last Friday said radioactive fuel could be loaded into Unit 4, a step expected to take place before the end of September. Unit 4 is scheduled to enter commercial operation by March.

[4 things to know about Biden's plan to value nature](#)

[Vineyard Wind begins construction after ducking financial peril \(E&E News\)](#)

America's first major offshore wind farm is coming into focus on the wavy horizon off Massachusetts. An electric substation the length of a football field looms three stories above the water. Six yellow T-shaped poles protrude from the waves in a line along the ocean. They will serve as foundations for the project's first turbines that are scheduled to be installed next week. Two massive vessels worked to complete installing a transmission cable that will bring power to the mainland. The work, on display during a boat tour Wednesday, is a major step for Massachusetts and the Biden administration, both of which are relying on offshore wind to meet their climate goals. When it is done next year, Vineyard Wind will generate enough electricity to power 400,000 homes while reducing the amount of carbon emissions from 320,000 cars a year. The construction comes at a time when offshore wind projects in the United States face growing questions related to soaring costs from rising interest rates and supply chain constraints. Reaching this point has been an American odyssey. The project will see 62 turbines installed south of Martha's Vineyard, a large increase over the seven total turbines that have been installed in U.S. waters previously.

Next Week's Hearings

Armed Services Committees

House: None Listed

Senate: None Listed

Appropriations Committees

House: None listed

Senate: None listed

Homeland Security Committees

House: None listed

Senate: None listed

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