



Lewis Lawrence
Managing Director

Hon. Ashley C. Chriscoe
Chairman

MEMORANDUM

TO: MPPDC Board of Commissioners
FROM: MPPDC
DATE: April 17, 2026
RE: April Commission Meeting

The Middle Peninsula Planning District Commission will host its monthly meeting on Wednesday, April 22nd at 7:00 p.m. in the HUB33 Mattaponi Conference Room at the Middle Peninsula Planning District Commission office located at 4521 Lewis B. Puller Memorial Highway in Mattaponi, VA 23110.

Enclosed are the April meeting agenda and supporting materials for you to review before the meeting.

I look forward to seeing you on **April 22, 2026**.

This Page Left Intentionally Blank

Middle Peninsula Planning District Commission Meeting

7:00 P.M.

Wednesday, April 22, 2026

4521 Lewis B. Puller Memorial Highway

Mattaponi, VA 23110

- I. Welcome and Introductions
- II. Approval of March Minutes
- III. Financial Report Discussion
 - a. Update on Reimbursement Processing
- IV. Executive Director's Report on Staff Activities for April
- V. MPCBPAA Update
- VI. MPA Update
- VII. MPPDC Public Relations/Communications Update
- VIII. Public Comment

AGENDA ITEMS FOR DISCUSSION

- IX. Brief Update: Regulatory delays of dredging projects up and down the bay
 - a. Army Corps. Of Engineers Letter
 - b. MPPDC Letter to VIMS
 - c. Status of Conversation around Emergency Declaration
- X. CEDS Update
 - a. Action to Include Sewer Infrastructure Projects in Mathews and Gloucester
 - b. Status of 5-Year update – Extension Approved
- XI. Closed Session to Discuss Personnel Matter per 2.2-3711(A)(1) if required– Ashley Chriscoe, MPPDC Chairman
- XII. Other Business
- XIII. Adjournment

This Page Left Intentionally Blank

MIDDLE PENINSULA PLANNING DISTRICT COMMISSION
March 25, 2026
Mattaponi, Virginia

I. Welcome and Introductions

The monthly meeting of the Middle Peninsula Planning District Commission was held in the Mattaponi Board Room at the Middle Peninsula Planning District Commission office in Mattaponi, Virginia on Wednesday, March 25, 2026, at 7:00 p.m. MPPDC Chairman, Ashley Chriscoe welcomed everyone in attendance.

Commissioners Present

Essex County: J. Calvin Haile, John Magruder, Bud Smith,
Gloucester County: Tony Nicosia, Ashley Chriscoe, Chris Renew, Carol Steele
King and Queen County: Marie Norman, Mark Berry, Vivian Seay
King William County: Sam Drewry
Mathews County: Patrick Beattie, David Walsh
Middlesex County: Wayne Jessie, Reggie Williams, Matt Walker
Town of Urbanna: Dr. William Goldsmith
Town of Tappahannock: Kay Carlton, Steve Wright

Commissioners Absent

Essex County: April Rounds
King William County: Justin Catlett, Benjamin Edwards
Mathews County: Tim Hill
Middlesex County: Kendall Webre
Town of West Point: James Pruett

Others in Attendance

Jennifer Farmer, MPPDC Director of Operations
Lewie Lawrence, MPPDC Managing Director
John Edwards, MPPDC Project Manager
Guests

II. Approval of February Minutes

Chairman Chriscoe asked whether there were any corrections or changes to the February minutes. Hearing none, he requested a motion to approve the minutes as presented. Mr. Smith moved to approve the February minutes. The motion was seconded, and the motion carried.

III. Financial Report Discussion

Managing Director Lewie Lawrence provided an update on the agency's financial status. He reported that the CFO is currently supporting the audit process and working to bring

reconciliations up to date. He also noted that efforts are underway to reconcile outstanding loans and finalize loan completions. No action was required.

IV. Executive Director's Report on Staff Activities for the March

Managing Director Lewie Lawrence provided an overview of several projects included in the meeting packet. Updates included the Coastal TA program, highlighting dredging activities in creeks and associated financing; the CFPP Resilience Planning effort, noting funds given out for Fight the Flood (FTF) program administration; and ongoing dredging coordination by Carlexson.

He also reported on continued management planning for Aberdeen Creek, Whiting Creek, and other sites. The Guinea Marsh project has advanced to final selection, with one firm remaining following second-round interviews. The SAV mitigation project has engaged AQE to support evaluation of submerged aquatic vegetation (SAV) within the mitigation framework.

Additional updates included progress on SLPP projects, with activities moving forward as scheduled, and the transition of certain EDA Partnership program responsibilities to John Edwards. Discussion also included ongoing water supply planning and FEMA All-Hazards Mitigation planning efforts, both of which remain on schedule.

V. MPCBPAA Update

Managing Director Lewie Lawrence provided an update on Captain Sinclair's project, noting that modifications have been made to the house to address previously identified issues.

VI. MPA Update

Chairman Chriscoe reported that he has spoken with Del. Hodges and that the group will reconvene following the conclusion of the General Assembly session.

VII. MPPDC Public Relations/Communications Update

This will be handled later in the agenda.

VIII. Public Comment

None.

IX. Final approval of SmartScale Applications for Gloucester County

Chairman Chriscoe requested a motion to approve the MPPDC's application for two SMART SCALE projects for Gloucester County. Mr. Renew made the motion, seconded by Ms. Norman; motion carried.

X. VDOT RTP Grant Resolution

Director of Operations Jennifer Farmer presented the VDOT Rural Transportation Work Program Resolution, noting that the resolution is required each grant cycle and requires Board approval. She stated that the funding amounts remain the same as the previous year, with \$58,000 in VDOT funds and a \$14,500 local match. Chairman Chriscoe requested a motion to approve the VDOT Rural Transportation Work Program Resolution for FY 2026–2027. Mr. Magruder moved to approve the resolution; the motion was seconded and carried.

XI. Consociate Media – Marketing and Media Update

Stephanie Heinatz of Consociate Media provided an update on ongoing marketing initiatives. Updates included the Essex County website revamp; Fight the Flood (FTF) updates; and Coastal Wilds efforts, including installation of an art gallery piece on Main Street in Gloucester County featuring working watermen. She also noted that MidPenRideshare is preparing to launch its annual survey, and that the Guinea Resilience Project is collecting narratives from individuals who live and work in the area to support committee development. Additionally, work is underway on a refresh of the MPPDC website to align with other MPPDC program websites.

XII. Closed Session to Discuss Personnel Matter per 2.2-3711(A)(1)

Vivian Seay made a motion that the MPPDC enter closed session as permitted by Virginia Code Section 2.2-3711(A)(1) to discuss Salaries, compensation, and assigning duties. Bud Smith seconded the motion. All were in favor with none opposed.

Motion to Re-enter Open Session and Certification of Closed Session

Vivian Seay made a motion that the MPPDC reconvene in open session as provided in the Virginia Freedom of Information Act and that each so certify to the best of each member’s knowledge that only public business matters lawfully exempted from open meeting requirements under the Virginia Freedom of Information Act, and that only such public business matters as were identified in the motion by which the closed meeting was convened were heard, discussed, or considered in the meeting by the public body. The motion was seconded. The Commissioners were polled:

Essex County	Gloucester County	K&Q County	King William County	Mathews County	Middlesex County	Town of Tappahannock	Town of Urbanna	Town of West Point
J. Calvin Haile	Ashley Chriscoe	Mark Berry	Justin Catlett	Patrick Beattie	Wayne Jessie, Sr.	Kay Carlton	Dr. William Goldsmith	James Pruett

- certify	- certify	- certify	- Absent	- certify	- certify	- certify	- certify	- Absent
John Magruder	Tony Nicosia	Marie Norman	Benjamin Edwards	David Walsh	Reggie Williams, Sr.	Steve Wright		
- certify	- certify	- certify	- Absent	- certify	- certify	- certify		
Bud Smith	Chris Renew	Vivian Seay	Sam Drewry	Tim Hill	Kendall Webre			
- certify	- certify	- certify	- certify	- Absent	- Absent			
April Rounds	Carol Steele				Matt Walker			
- Absent	- certify				- certify			

John Magruder made a motion to appoint John Edwards as Interim Executive Director on a month-to-month basis based on availability of 32 hours while concurrently ensuring advancement of ongoing PDC work assigned. Mr. Edwards shall focus on organizational leadership, administrative preparation for the transition to a permanent Executive Director, and coordination with staff to develop a reimbursement schedule to ensure consistent revenue flow. Reimbursement Schedule shall be provided to the Commission for the April meeting.

Lewis Lawrence shall remain in his role as Managing Director and continue to provide day-to-day operational support.

Amendments to Mr. Edwards’ existing employment agreement and Mr. Lawrence’s contract will be required. The Executive Committee is hereby authorized to review and approve such amendments, including any associated compensation adjustments.

The motion was seconded by Bill Goldsmith. The motion was approved unanimously.

XIII. Ratification of Personnel Actions Discussed in Closed Session – February 2026 Meeting

No Action taken this month.

XIV. Other Business

None.

XV. Adjournment

Chairman Chriscoe requested a motion to adjourn. The motion carried unanimously.

**Note: All handouts distributed at a meeting are filed in the official MPPDC record book of the minutes. Copies of all PowerPoint presentations, if any, are filed with the official minutes.*

COPY TESTE:

(Secretary)

DRAFT

**Middle Peninsula Planning District Commission
Executive Director's Report of Regional Progress**

April 13, 2026

Note: On May 23, 2018, the Commission voted to direct staff to email all future documents including the Commission meeting packets to save on postage. As we strive to make this report more informative and user-friendly, some previously contained information may now be accessed by clicking on the following link(s):

- For Demographic Information: [Community Profiles \(virginiaworks.com\)](http://virginiaworks.com)
- For MPPDC Website: <https://www.mppdc.com/>

MPPDC Staff and Contact Information

Interim Executive Director: John Edwards

Contact Info: jedwards@mppdc.com (804) 785-8100 ext. 7

Programs: *All service center programs of the Commission with a focus in environmental management, resilience, dredging, and economic development.*

Chief Financial Officer: Candace Harris

Contact Info: charris@mppdc.com (804) 785-8100 ext. 2

Programs: *Agency Finance, Treasurer, Comptroller, Septic Repair Assistance Program Management, Living Shoreline Incentive Program Management, Revolving Loan Program Management, Grants Administration, PAA Financial Staff Support, MPA Financial Staff Support*

Director of Operations: Jennifer Farmer

Contact Info: jfarmer@mppdc.com (804) 785-8100 ext. 3

Programs: *Project-level, Daily Operations, Rural Transportation Planning, Commuter/Employer Transportation Services.*

Director of Planning: Jackie Rickards

Contact Info: jrickards@mppdc.com (804) 785-8100 ext. 6

Programs: *Environmental Programs, Hazard Mitigation Planning, Water-Use Planning, Grant Writing, Graphic Arts*

Coastal Resilience Planner: Vacant

Contact Info: (804) 785-8100 ext. 5

Programs: *Fight the Flood Program, Septic and Well Assistance Programs, Marine Debris Removal Programs, Living Shoreline Grant Programs*

Accounting and Administrative Specialist: Sheila Jaruseski

Contact Info: sjaruseski@mppdc.com (804) 785-8100 ext. 8

Programs: *Benefits, Payroll, Accounts Payable, Administrative Services*

Project Manager: John Edwards

Contact Info: jedwards@mppdc.com (804) 785-8100 ext. 7

Programs: *Fight the Flood, EDA Partnership Planning Program*

Managing Director: Lewis Lawrence

Contact Info: llawrence@mppdc.com (804) 832-6747 (cell)

Programs: *Municipal Dredge Authority and Public Access Authority Secretary*

INFORMATION RESOURCES/ASSISTANCE

- Updated www.mppdc.com website – meeting notices, reports, news releases, GO Va meetings, financial assistance programs, etc.
- Completed initial build (coding) of new MPPDC website and presented draft to Commission.
- Organized documents for archive library on new MPPDC website, anticipated to launch in April 2026.

COASTAL COMMUNITY DEVELOPMENT/ ENVIRONMENTAL

Funding – VDEQ, VIMS, VDCR, local match from MPPDC General Fund & partners

Project 30004 – VCZMP Coastal Technical Assistance FY25

This project provides ongoing support to member localities of the Planning District Commission and other stakeholders committed to improving community development and coastal management within the coastal zone.

- Hosted a Local Planners Meeting on March 18th. Agenda items included a review of the Comprehensive Economic Development Strategy (CEDS), Land Development Application, Solar Farm Sheep Grazing and Wetland Training from DEQ.
- Drafted and submitted the semi-annual report and financial report to CZM.
- Worked with Consociate Media to estimate the cost of VA Water Trails website maintenance for 2027 and 2028 between four planning district commissions.

Project 30002 – DEQ Chesapeake Bay WIP Technical Assistance 2025

MPPDC will continue to engage localities and regional and state partners regarding Bay WIP III programmatic actions and implementation activities with funding provided by DEQ.

- Drafted and submitted the draft scope of work for the 2027 WIP Technical Assistance grant.

Project 30005 – DCR CFPF Resiliency Planning

This project looks to expand the capacity of the Middle Peninsula Fight the Flood program. In part, MPPDC staff will hire a FTF Administrator and will work with Consociate Media to implement a marketing strategy to promote and solicit additional participation in the FTF program.

- Staff finalized the 2026 update to the Middle Peninsula Regional Flood Resiliency Master Plan and submitted it to DCR for review and approval. Once DCR approves the plan it will need to be adopted by the Commission and its member localities.
- Two staff members visited one of the grant funded living shoreline installation projects to assist with the installation of plants as required to complete their Chesapeake Bay Landscape Professionals Living Shoreline Certification.
- Staff continues to assist citizen as they register in the Fight the Flood program.
- Published and shared job opportunities available through the Fight the Flood program, to include Executive Director of the MPPDC.

- Developed email database for all property owners registered in the Fight the Flood program for future marketing and communications initiatives.
- Outlined next steps for supporting businesses registered with Fight the Flood in their workforce recruitment and mapped out plan for developing a form on the website for businesses to submit their job openings to Fight the Flood for further promotion.

Project 30006 – NOAA Marine Debris Removal Pilot

Project provides consulting services under a NOAA grant administered by Lynnhaven River NOW (LRNow), including conducting research, and developing recommendations for the removal of abandoned and derelict vessels in Virginia's coastal zone, as well as contributing to the formulation of an abandoned and derelict vessel (ADV) removal and prevention program tailored to Virginia's needs.

-

Project 30007 – VCZMP 309 Dredging Financing

Model language will be developed to assist local governments interested in establishing tax revenue financing mechanisms for supporting dredging and flood protection activities. A pilot financing structure will be developed for Middlesex County for dredging and flood protection of Broad Creek.

- Waiting final reimbursement.

Project 30008 – VPA MP-ES Dredge Material Planning

Developing a Dredge Material Management Initiative Master Plan for the Middle Peninsula and Eastern Shore Regions.

- Coordinated with UVA Weldon Center for Public Service on a draft white paper that outlines the legal and regulatory framework for the placement of dredged material including in-water disposal, upland placement, and associated impacts, and identifies feasible reuse pathways informed by stakeholder input and comparative research. Engaged with stakeholders such as USACE Norfolk District, DEQ, and various localities to better understand federal interest and funding, upland placement regulatory framework, and local zoning requirements potentially impacting material management strategies.
- Continued conducting a preliminary site assessment and mapping exercise for in-water and upland placement strategies and locations through Proof Projects. Incorporated publicly available GIS layers to support placement site identification.
- Maintained alignment of DMMI initiative with Coastal Zone Management grant #NA25NOSX419C0064 for *Advancing BUDM in Coastal Virginia: Implementation Strategies and Policy Development (CZM BUDM v2)* which will support material management strategies for the municipal dredging program.
- Maintained alignment of DMMI initiative with Coastal Zone Management grant #NA25NOSX419C0064 *Exploring SAV Mitigation Strategies in the Middle Peninsula* to support BUDM for the municipal dredging program.
- Continued work on a material management plans for Aberdeen Creek, Whiting Creek, Davis Creek, and Winter Harbor with consideration to future upland placement opportunities.

Project 30012 – DEQ Chesapeake Bay WIP Technical Assistance 2026

MPPDC will continue to engage localities and regional and state partners regarding Bay WIP III programmatic

actions and implementation activities with funding provided by DEQ.

-

Project 30197 – DCR Flood Fund – Round 3 Supplemental (Mobjack Private Property Flood Mitigation) VDCR CFPF funding for three shoreline protection construction projects and one stormwater flood protection project. All are located on private property within the Mobjack Bay watershed.

-

Project 30301 – Guinea Marsh Restoration

The project will preliminarily design and advance nature-based coastal resilience solutions that protect more than 1,000 acres of tidal marshes, dunes, and beaches in Gloucester County, Virginia, while strengthening community resilience and honoring local cultural and historical connections to the landscape. This project is funded by the National Fish and Wildlife Foundation's (NFWF) National Coastal Resilience Fund and administered by the Virginia Department of Wildlife Resources (DWR) with subaward to MPPDC.

- Conducted various community outreach activities including development of steering committee meetings and management of program, finalized list of advisory committee members to support the public outreach and commenced invitations to participate, and drafted core communications for project for public outreach to include website messaging, social media channels, press outreach and printed materials.
- Began tribal outreach and engagement to determine which tribes may want to contribute to resilience concept development
- Reviewed and ranked responses to the competitive procurement for technical support for project designs, resilience feasibility studies, and land conservation suitability assessment. Began cost negotiations with top selected candidate after follow-up interviews with 3 candidates.
- Continued program and grant management coordination with DWR. Prepared package for first reimbursement request.

Project 32026 – Staff Support to Middle Peninsula Chesapeake Bay Public Access Authority (MPCBPAA)

This program is for PDC staff to provide financial and accounting services.

- Provided ongoing financial and administrative support to the Middle Peninsula Chesapeake Bay Public Access Authority (MPCBPAA), including coordination of transaction-related inquiries, review of financial activity, and support for maintaining accurate and up-to-date financial records.
- Supported PAA operational continuity by assisting with financial communication, documentation follow-up, and coordination of account-related questions to ensure alignment between Finance and Authority activities.

Project 32174 – NFWF & VCZMP Hog Island Restoration

Project is for permitting and constructing a nature-based shoreline protection solution along the perimeter of the MPCBPAA-owned Hog Island property which continues to experience substantial erosion. The project is funded in part with federal funding from NFWF and NOAA via the VA Coastal Zone Management Program.

- Continue to wait for the final reimbursement from NFWF.

Project 32186 – VCZMP SAV Mitigation

This project is for the development of a planning document to support the establishment of a Submerged Aquatic Vegetation (SAV) mitigation program for the Middle Peninsula. The project is funded with federal funding from

NOAA via the Virginia Coastal Zone Management Program.

- Anchor QEA submitted the first deliverable for review according to the CZM grant outlining a comprehensive needs assessment and regulatory review and evaluation of potential SAV mitigation strategies. Began review of this draft deliverable and pertinence to the municipal dredging program.
- Aligned with the DMMI initiative to support SAV mitigation strategies in support of the municipal dredging program.
- Coordinated internally to discuss the status of this project, budget and tasks.
- Compiled the first project reimbursement to be submitted to the CZM program.

Project 32187 – VCZMP Advancing BUDM in Coastal Virginia: Implementation Strategies & Policy Development

This project will advance technical implementation of BUDM by conducting a comprehensive literature review and refining sediment testing protocols and developing a planning and implementation document to standardize regulatory approvals and streamline project execution for municipal dredging programs. Additionally, the project will update the inventory of sites needing material, conduct targeted research, and engage stakeholders to address regulatory and economic challenges. The project is funded with federal funding from NOAA via the Virginia Coastal Zone Management Program.

- Carlexson Consulting provided grant oversight and coordination in addition to report development for sediment science to inform beneficial use of dredged material and an update to the BUDM Version 1 report. Dr. Lee Daniels continues to provide technical support for sediment testing protocols based on his research and experience with Weanack Land at Shirley Plantation.
- Conducted progress meetings with DWR and CZM for stakeholder engagement outlining the potential need for a DEQ BUDM guidance document for upland placement strategies. Strategized for Deliverable 2 of this grant to potentially be realigned to support this guidance document.
- Connected with regional stakeholders such as VIMS CBNERR, USACE, TNC, and various state agencies to determine recommendations for advancement of BUDM as a resource for municipal dredging.
- Aligned with the DMMI initiative to support BUDM implementation strategies in support of the municipal dredging program.
- Coordinated internally to discuss the status of this project, budget and tasks.
- Compiled the first project reimbursement to be submitted to the CZM program.

Project 35001 – VCZMP Ecotourism Booster

The project will add the George Washington Regional Commission to the Virginia Water Trails website, hold a planning process to develop a sustainable solution for the Virginia Certified Ecotour Guide Course (VCEG), hire a consultant to lead the 2025 VCEG, and to pilot the development of an experiential water trail video to promote recreation, tourism and history of Urbanna Creek in Middlesex County.

- Met with Virginia Coastal Zone Management Program staff, George Washington Regional Commission (GWRC) staff, and Friends of Rappahannock (FOR) to establish an understanding of the components of the project and how to move this project forward.
- Consulted with Consociate Media to discuss the scope of work and working with GWRC and FOR to develop a new page on Virginia Water Trails website. Drafted and submitted the semi-annual report and financial report to CZM.

TRANSPORTATION

Funding – VDRPT, VDOT, local match from MPPDC General Fund

Project 30222 – VDRPT Commuter Assistance Program (CAP) Operating FY26

This program assists local commuters and employers with transportation issues. The main emphasis is on lowering the number of single occupancy vehicle commutes within and from the Middle Peninsula region through marketing and promotion of the program through local media and provision of ride-matching services to commuters.

- Launched annual commuter survey to community.
- Drafted press release to promote annual commuter survey to community.
- Developed toolkit for Middle Peninsula localities to utilize to garnered additional public participation in the annual commuter survey to include social media graphics and flyers.
- Edited and launched social media video to promote commuter survey.
- Drafted report and reimbursement for Q3.

Project 31007 – VDOT Rural Transportation Planning FY26

This program provides rural transportation planning services through the Rural Transportation Planning Work Program which outlines specific tasks and goals to guide the rural planning of transportation services.

- Drafted report and reimbursement for Q3.
- Began working on FY27 RWP Grant application which is due April 24
- Applied for two Gloucester County Smart Scale Pre-Applications on March 30.
- Completing required Park and Ride Lot Count for Middle Peninsula this month to report back to VDOT.
- Awarded \$450,000 of funding from the Federal Rural and Tribal Assistance Pilot Program for the Town of Urbanna's bridge to the marina. This was funded for preliminary engineering, design, and environmental review activities. This was the only awarded application in Virginia.

Project 32169 – USDOT RAISE Public Working Waterfront Designs

Project is to conduct a region-wide planning project that will result in a suite of shovel-ready, high-priority multi-modal transportation infrastructure improvements intended to address critical needs related to the region's publicly owned working waterfronts in order to meet the modern and future needs of the region's growing commercial seafood and maritime industries. The project will involve three distinct tasks: 1) State of Good Repair Condition Assessments, 2) Multimodal Working Waterfront Needs Assessment and Improvement Strategies, and 3) Multimodal Working Waterfront Improvement Plan Development.

- VHB met with new MPPDC project manager, Jennifer Farmer, and Interim Executive Director, John Edwards on April 2, 2026, at HUB 33 to review all project activities to date, discuss final report deliverable, and potential final outcomes of the project.
- VHB shared access to the SharePoint folder with MPPDC's new PM to review of all project deliverables
- VHB coordinated with MPPDC PM on the preparation of Q13 Report for the upcoming submission to MARAD.
- VHB internal activities:
 - Continued the final refinements of the Multimodal Working Waterfront Improvement Plan Final Report text and graphics in preparation of the upcoming LGA meeting on May 8th and the final commission presentation on May 27th.

Project 301012 – DCR Community Flood Preparedness Fund (CFPF)/VMRC Waterway Maintenance Fund (WMF) Davis Creek (Mathews) Dredging.

Project is for finalizing dredged material disposal solution obtaining appropriate permits and implementing dredging of Davis Creek.

- USACE project delivery team meeting held on April 1.
- Continued planning efforts for IPR Meeting # 5 which is scheduled to occur on May 13.
- Continued work with the USACE, Mathews County and the MPPDC in defining the appropriate federal standard for dredge material.
- Continued coordination with the USACE, Mathews County, and the MPPDC regarding a potential hybrid project which would “hold” MEE and UP dredge material in separate placement sites.
- Continued coordination efforts with the USACE regarding Section 408 and channel setback requirements.

Project 38810 – VPA Waterway Maintenance Fund (WMF) Aberdeen Creek (Gloucester) Dredging

Gloucester County was awarded VA Port Authority Waterway Maintenance Funding to dredge the Aberdeen Creek channel to –7 feet Mean Low Water and place the dredged material at an appropriate location. MPPDC is administering the grant on behalf of the County with procurement and permitting assistance and project oversight.

- Coordinated with VIMS to refine the volume of material to be dredged, which has increased to approximately 70,000 cubic yards if dredged to the full template.
- Conducted scoping meetings with VIMS and VHB to support design and reviewed preliminary draft proposals. Assessed schedule and coordinate with VIMS and VHB to determine if VIMS can support work within schedule.
- Provided update to Gloucester County on progress and potential contracting options for technical support based on VIMS scoping discussions on 4/7.

Project 38812 – DCR Flood Fund – Whiting Creek (Middlesex) Dredging

Project is for designing and developing a draft permit application for dredging and beneficial reuse of disposal of dredged material at Whiting Creek.

- On March 25 provided review comments on a conceptual design, environmental assessment, and a draft joint permit application developed by the VIMS. Review comments were provided with regard to dredging and dredge material placement components of the project.
- Began planning efforts for IPR Meeting # 7 which is scheduled to occur on April 13.
- Continued coordination efforts with the USACE regarding Section 408 and channel setback requirements.

Project 38818 – DCR CFPF Aberdeen Spit Restoration

MPPDC was awarded a Coastal Flood Preparedness Fund grant for the design and construction of a living shoreline at the mouth of Aberdeen Creek in Gloucester County. t

- Reviewed project tasks, budget, and overall project management.
- Conducted scoping meetings with VIMS and VHB to support design and reviewed preliminary draft proposals. Assessed schedule and coordinate with VIMS and VHB to determine if VIMS can support work within schedule.
- Provided update to Gloucester County on progress and potential contracting options for technical support based on VIMS scoping discussions on 4/7.
- Assessed phasing options for potential placement of some material at Catlett Islands.

ONSITE REPAIR & PUMPOUT

Funding – Grants, VRA Loan Funds, local match from MPPDC General Fund, cost-sharing

Project 32173 VDH Septic Well Assistance Program (SWAP)

This project will provide grant funding to assist VDH approved low-income Middle Peninsula homeowners with costs associated with septic repair/installation, private well installation/abandonment, and connecting to public water and sewer for the purposes of wastewater/water improvements.

-

Project 32178 VDH Septic Well Assistance Program (SWAP) Direct to Partner Initiative (D2PI)

This project will utilize American Rescue Plan Act Funding (ARPA) through the SWAP Program to expedite the installation and completion of ~5 VDH approved Middle Peninsula low-income homeowner's shovel-ready septic, sewer, and well installation projects for the purposes of wastewater/water improvements.

- MPPDC staff was recently notified of the award of a grant modification to provide funds to complete the in-progress direct discharge sewer project in Chesapeake in cooperation with HRPDC. The modification also contains funds to complete a well installation that has been on hold pending availability of funds.

Project 32179 DEQ ARPA Septic Local Partner Program

This project will utilize American Rescue Plan Act Funding (ARPA) through the Virginia Department of Environmental Quality to utilize a new and more cost-effective septic repair pilot program approach for participating Middle Peninsula homeowners with failing septic systems.

- With the departure of the Coastal Resilience Planner, the Managing Director and Interim Executive Director have worked to move some of these projects along. Five fleet purchase projects were forwarded to the contractor last week for design and construction. These projects should be completed in 60 days. Additionally, the Interim Executive director is working to finalize Five applications for 50/50 cost share. These applications will encumber most of the available funds.

Project 301250 – Staff Support to Middle Peninsula Alliance (MPA) FY26

MPPDC staff are providing clerical and fiscal assistance to the Middle Peninsula Alliance.

- Activity under this project has been minimal during the reporting period, consisting primarily of processing payment for CPA services related to tax preparation and filing.
- Maintained basic fiscal oversight by monitoring limited financial activity and ensuring expenditures were properly

recorded and aligned with MPPDC accounting practices.

Project 38816 – DEQ IJA Living Shoreline BMP Construction

MPPDC staff are constructing living shorelines within and outside of defined Most Effective Basin areas and submitting the projects to the DEQ BMP warehouse to help the Commonwealth meet its federally-mandated requirements to reduce nutrients and sediment pollution within the Chesapeake Bay.

ECONOMIC DEVELOPMENT

Funding – EDA, local match from MPPDC General Fund, BDP Loan Program Income

Project 301702 – Small Business Revolving Loan Fund

MPPDC agreed to service Middle Peninsula Business Development Partnership’s (MPBDP) Small Business Loan Portfolio after MPBDP’s dissolution November 30, 2011. MPPDC established a revolving loan fund and staff initiate ACH loan payments from clients’ bank accounts and manages the accounts. Principal repaid will be held until the Commission determines the best use for these funds as allowed by the USDA (RBEG) original lending restrictions. Interest earned will be used to offset administration costs.

-

Project 35004– EDA Partnership Planning Program

The project will enable the Economic Development District (EDD) to provide comprehensive economic development planning services to the EDD region and will enable the EDD to successfully manage and coordinate the development and implementation of a Comprehensive Economic Development Strategy to address the unique needs of our region and support the region’s economic development and growth.

- Staff prepared an interim update to the CEDS for consideration by the Commission at its April meeting to include two sewer extension projects in Gloucester and Mathews Counties.
- Staff has started the 5-year update to the CEDS with anticipated completion by December 31, 2026.

LOCAL INITIATIVES

Funding – local dues, PDC base-funding from VDHCD and/or MPPDC General Fund. Funding for specific projects may come from a locality requesting assistance.

Project 302010 – FY25 VA Water Trails Website Maintenance

MPPDC partners with PlanRVA, Accomack-Northampton PDC, and Northern Neck PDC to host and maintain the VA Water Trails website as a recreational, tourism, and public access resource to water trails within the partner regions – www.VirginiaWaterTrails.org

- Drafted blog post to promote the annual registration to the eco tour classes.
- Updated website to include registration for eco tour classes.
- Monthly maintenance, backups and security scan of website completed.

Project 38026 – FY26 Local & Regional Technical Assistance

This program responds to daily requests for technical assistance which other commission programs are unable to provide.

-

Project 30003–DEQ Water Supply Plan Update

This project addresses the Virginia General Assembly mandate to develop a water supply plan. Research, write, secure, and monitor federal, state, local, and foundational grants for participating Middle Peninsula local

governments based on needs identified by Local Government Administrators.

- Received an update from WSSI about the water supply plan. WSSI finally received guidance from DEQ on a question they posed in mid-February. WSSI also requested the missing updated workbooks and WSSI was able to get clarification on outstanding questions on methods and data gaps and have hit the ground running again this week. WSSI will provide an updated project timeline to MPPDC staff.

Project 38101 – LGA Grants Program

Research, write, secure, and monitor federal, state, local, and foundational grants for participating Middle Peninsula local governments based on needs identified by Local Government Administrators.

- Awarded Congressionally Directed Spending (earmark) award of \$1,718,182 in FY26 federal budget to upgrade emergency shelters and facilities at Essex County Administration Building; Middlesex County Cooks Corner Office Complex; and Gloucester County Building 1 (IT & registrar).
 - Awaiting Congress to pass FY26 Homeland Security bill and president to sign into law for funding to be released.
- U.S. Representative Wittman selected Essex County’s Community Project Funding (earmark) request to support for inclusion in the FY27 federal budget:
 - \$1,718,182 request would construct new Joint Maintenance Facility and access road to support County emergency services, public schools, and other vehicles in Essex County’s fleet.
 - Meeting with Essex County and Wittman’s staff to establish next steps required to secure this funding via USDA RD’s Rural Housing, Community Facility Grants program.
 - Subcommittee on Agriculture, Rural Development, Food and Drug Administration, and Related Agencies will determine final funding award during federal budget process in fall 2026.
- Submitted Congressionally Directed Spending (earmark) application to U.S. Senators Kaine and Warner for \$1,219,115 for water and sewer upgrades on Prince Street’s 200 block in downtown Tappahannock.
- Submitted SCRC Local Development District Capacity Building Program application for \$22,668 to fund facility upgrades to support eco-business development at Captain Sinclair's property.
- Developing DCR Recreational Trails Program application for Essex County’s Rotary Poor House Park trail & trailhead upgrades.
- Awaiting award packages for 2 VDEM Emergency Shelter Upgrade Assistance Grant awards:
 - \$223,466 for generator upgrades required to relocate Mathews County’s emergency shelter to Thomas Hunter Middle School.
 - \$78,361 for new pump station generator and extension of existing generator service area for emergency shelter at Gloucester High School.
- Awaiting award packages for 2 DCR Community Flood Preparedness Fund (CFPF) grants:
 - \$253,643 for Gloucester County’s Gloucester Point Beach Resilience Master Plan development.
 - \$5,461,088 for Town of Tappahannock’s Rappahannock River Park shoreline stabilization project and designs for future roadway elevation.
- Assisting Gloucester County with NEPA review for pending DCR Land & Water Conservation Fund grant award for \$714,788 to upgrade and elevate restrooms, pavilion, and access ramps in Gloucester Point Beach Park.
- Awaiting information from NOAA for FY26 Congressionally Directed Spending (earmarks) award for \$802,000 to MPCBPAA to purchase, deploy, and operate for one-year water-level monitoring stations across the Middle Peninsula.
- Coordinating with U.S. Rep. Wittman’s office and U.S Army Corps of Engineers staff to advance 2 Community Project Funding (earmarks) requests awarded in the FY26 federal budget:
 - \$2,000,000 in pass-through funding to USACE for maintenance dredging of Winter Harbor in Mathews County.
 - \$810,000 to MPCBPAA to acquire dredged material storage sites to support a municipal dredging

program.

- Continuing to coordinate with DOW, NPS, and DCR to execute contract for \$350,000 Readiness and Environmental Protection Integration (REPI) Program grant award to MPCBPAA to acquire 513 acres near Middle Peninsula Regional Airport for conservation and public recreation:
 - o \$276,000 NPS Readiness and Recreation Initiative matching fund award secured, pending environmental review.
 - o \$255,000 in DCR Virginia Land Conservation Fund matching funds already secured.

Project 38819 – EECBG Middlesex Energy Audits

Middlesex County was awarded Energy Efficiency and Conservation Block Grant (EECBG) funding from the Virginia Department of Energy to conduct residential & business energy audits, public education events, and marketing/outreach activities. MPPDC is administering the grant on behalf of the County and providing legal support for procurement and contracting.

•

HOUSING

Funding – Housing Loan Program Income

Project 30187 – VHDA Affordable Workforce Housing Development

The three-year project involves planning, designing, and constructing approximately ten affordable workforce housing units on property owned by the Middle Peninsula Public Access Authority. The project goals involve creating resilient and safe housing for citizens who need to live and work on or near the water. The designs will involve long-range planning for increased flooding and sea-level rise where the units can be readily moved once a site becomes unsafe for continued residential use.

- The construction contract for the renovation of the Main House and addition to the Pool House was executed in October of 2024 with Fresh Start Renovations. Permitting delays extended the start of the renovation on the Main House. Issues related the issuance of the building permit for Pool House and projected cost overruns at the Main House and Pool House resulted in abandonment of the addition to the Pool House. Modification of the grant agreement with VHDA was approved to reduce further the rental unit production number to four units, extend the grant to December 31, 2025, and reallocate costs from the Pool House to the Main House. A contract addendum was issued with Fresh Start Renovations to complete the renovation of the Main House by the grant deadline. The VHDA financial resources have all been expended and final reimbursement was received. The Main House renovations are now complete with final testing and inspections from Gloucester County the only remaining items prior to issuance of CO. A Memorandum of Understanding between MPPDC, Fresh Start and MBH-RE was executed on March 13th governing any remaining work that may be needed and final payment to Fresh Start.
- In March of 2025 the septic system serving the Main House and Pool House failed. Grant assistance from DEQ was received to replace the existing failed system with a new engineered system large enough to serve both the Main House and Pool House. The construction contract for the engineered system was awarded to Soils Inc. The construction of the septic system is now complete with connection to the Main House. The well, septic system, and plumbing system have all been tested and working properly. We are now waiting for final inspection from the County and issuance of Certificate of Occupancy.

Project 30013 – Energy Efficiency and Conservation Block Grant (EECBG) Revolving Loan Fund

The program emphasizes a community-based approach to help meet energy and climate protection goals. MPPDC was awarded a contract to provide weatherization renovations to 12 homeowners ineligible for LMI weatherization programs in each of the 6 counties. MPPDC subcontracted the promotion and construction portions of this project to Bay Aging but was tasked with administering the overall project. MPPDC is administering the revolving loan

program per DMME.

-

EMERGENCY SERVICES

Funding – VDEM/FEMA/Homeland Security

Project 30192 – DCR/FEMA - Fight the Flood GIS Tool Enhancements

Improvements will be made to the FTF online and GIS tools which are intended to enhance the GIS data tool capabilities and the overall management of the program. Improvements will include automated programs to expedite and streamline the grant application process, programs for identifying needs and advancing projects which align with available funding resources, improvements which will help feature products and services for participating FTF businesses, and training for MPPDC staff.

- Drafted and submitted the final report to FEMA and requested project closeout. VDEM is currently reviewed the submitted documents.

Project 32180 – FEMA Ware Cove LLC

This project is for the mitigation reconstruction of a residential structure in Gloucester County. The current structure will be demolished and a smaller, more code-compliant and more hazard-resistant structure on an elevated foundation system will be constructed. The mitigation reconstruction project will mitigate flood risk and the associated costs.

- Submitted a quarterly report and reimbursement to FEMA.
- Received correspondence from Va Dept of Taxation about the application of MPPDC sales tax exemption. According to James Savage, VA Tax Legislative Director – “Unfortunately, the MPPDC will not be able to use its sales and use tax exemption when purchasing materials for the residential flood mitigation program. While the MPPDC generally enjoys a sales tax exemption for its own use, the Code of Virginia (§ 58.1-609) and our regulations (23VAC10-210-690) do not allow the exemption to be used for property that is ultimately transferred for use in private real property improvements. Because the materials will be used to elevate or reconstruct privately owned homes, the ultimate use and consumption is by the private homeowner rather than the government. As a result, these purchases would be subject to the tax.” With this information MPPDC staff will work with legal counsel to rectify current practices. Additionally, MPPDC staff will use this information as the basis of program development for future elevation/flood mitigation projects.
- Submitted a quarterly report and reimbursement request to VDEM.

Project 32300 - FEMA VDEM AHMP

This project will guide Middle Peninsula localities through the updating of the regional All Hazards Mitigation Plan (AHMP). The Plan evaluates all hazards that may affect the region and proposes mitigation strategies to reduce the impacts of future hazardous events.

- MPPDC staff hosted Local Planning Team meetings and below is the meeting attendance.

Locality	Meeting Attendance					
	LPT Meeting 1 (4/23/25)	LPT Meeting 2 (5/5/25)	LPT Meeting 3 (5/19/25)	LPT Meeting 4 (6/9/25)	LPT Meeting 5 (6/23/25)	LPT Meeting 6 (12/8/25)
Essex	✓	✓	--	✓	✓	--
Gloucester	✓	✓	✓	✓	✓	✓
King William	✓	✓	✓	✓	✓	

King & Queen	✓	✓	✓	✓	✓	✓
Mathews County	✓	✓	✓	✓	✓	✓
Middlesex County	✓	✓	✓	✓	✓	✓
Town of Urbanna	✓	✓	--	✓	✓	✓
Tappahannock	✓	--	--	--	--	✓
West Point	✓	✓	✓	✓	✓	--

- Contracted with Denise Nelson Advising to help draft Chapter 4 of the AHMP that includes a review of hazards impacting the region. Work is underway.
- Submitted a quarterly report and reimbursement request to VDEM.

LOAN FUNDS FOR SEPTIC AND LIVING SHORELINES
Funding – VRA

Project 30420 – On-Site Technical Guidance Assistance and Loan Program

The On-Site Technical Guidance Program aids the Middle Peninsula localities and residents in the technical understanding and implementation of approaches to address On-Site Disposal Systems and improve water quality by assisting local homeowners with repairing failing septic systems through low-interest loans and/or grants. In addition, MPPDC received funding under the Water Quality Improvement Fund (WQIF) to provide grants to low-to-moderate income Middle Peninsula and New Kent County homeowners to repair failing septic systems impacting water quality and health in the region. Grants can be paired with loans from the MPPDC Onsite Wastewater Revolving Loan Fund to provide matching funds as required. It is anticipated this funding will be used to provide assistance to 20-27 homeowners.

- Supported ongoing administration of the septic loan and grant program by coordinating applicant communications, reviewing documentation for eligibility and ability-to-repay considerations, and advancing files through the approval and closing process, including submission of two (2) loan files for legal closing.
- Provided financial and program support by assisting with funding determinations (loan vs. grant/forgiveness), responding to stakeholder inquiries, and supporting documentation and reporting needs to maintain progress toward program utilization and homeowner assistance goals.

Project 33001 – Loan Fund Program for Septic and Living Shoreline

During 2022, the MPPDC received a \$3M line of credit for living shoreline and septic repair projects from the VA Resources Authority. The fund provides a single financing program for activities historically covered by the MPPDC’s On-Site Technical Guidance and Living Shoreline Incentive Programs.

- Supported financial oversight and administration of the VRA-funded loan program by coordinating loan-related communications, reviewing funding structure and documentation, and assisting with advancement of loan files toward closing, including alignment of loan and potential grant/forgiveness components.
- Provided program-level financial support by responding to internal and external inquiries related to funding sources, loan activity, and program structure, and assisting with documentation and tracking to support accurate reporting and ongoing loan fund management.

Project 31500 – Living Shoreline Loan Program

- Activity under this project during the reporting period was limited; Finance maintained general oversight of program-related financial activity, including monitoring transactions, responding to inquiries, and ensuring alignment with MPPDC accounting and reporting requirements.

- Provided routine financial review and coordination support as needed to ensure any program activity

remained properly documented and compliant with funding and accounting standards.

AGENCY ADMINISTRATION

Funding - Indirect cost reimbursements from all PDC projects

MPPDC Administration

Administrative services provided to MPPDC programs. Planned FY26 Indirect Cost rate = 27.93%.

Finance & Administration

- Responded to multiple internal and external financial inquiries related to invoice processing, payment status, and documentation tracking, including follow-up on processed invoices and check disbursement status to support vendor and partner communication.
- Coordinated audit-related communication and status updates with external stakeholders, including responding to inquiries regarding FY25 audit timing and anticipated completion (target: May/June).
- Supported accounts payable and documentation workflows by confirming invoice processing status, assisting with payment tracking, and reinforcing communication between Finance and administrative staff.
- Initiated coordination for required compliance documentation by requesting vendor W-9 information to support contract execution and financial processing.
- Improved internal document accessibility and efficiency by recommending centralized access to project documentation (SharePoint), reducing time spent locating files and supporting more efficient response to audit and reporting requests.
- Continued support for payroll and financial record reconciliation by confirming completeness of uploaded documentation and assisting with follow-up related to payroll reconciliation efforts.

Grants & Program Support

- Prepared and issued multiple (5+) loan- and grant-related communications, including responses to applicants, attorneys, and partners regarding loan details, documentation requirements, and next steps in the approval and closing process.
- Coordinated with legal and program stakeholders to provide required loan documentation details, including borrower information, property details, loan amounts, and funding structure, resulting in two (2) loan files submitted to Sands Anderson for closing.
- Supported program intake and constituent assistance by coordinating outreach for new grant inquiries, including referral of potential applicants for shoreline and reef-related projects.
- Assisted with grant and project reporting by distributing Revenue & Expenditure (R&E) reports to internal stakeholders for programs including DCR and EDA Partnership funding.
- Provided clarification and support on reimbursement and funding classification questions, including assisting staff and external auditors with determining whether funds were federal and associated with ALN reporting requirements.
- Supported ongoing coordination of grant reimbursement and financial reporting activities by assisting with documentation, communication, and internal follow-up to maintain progress on active funding requests.

Reporting & Strategic Planning

- Drafted and issued multiple professional communications to internal staff, external partners, and stakeholders to support audit coordination, loan processing, reimbursement clarification, and financial reporting needs.
- Supported finance workflow improvements by reinforcing clear communication channels between Finance, Operations, and project staff, helping reduce delays in obtaining required information for reporting and compliance.
- Coordinated internal follow-up related to reporting and documentation requests, helping ensure timely responses to audit, grant, and financial management needs during a high-volume reporting period.
- Continued evaluation of workload capacity and support needs, including identifying opportunities to streamline processes and improve responsiveness across finance and program functions.

Closed Projects

Project 38814 – NOAA/VCZMP New Point Comfort Observation Deck Rehab

Project 32182 – VCZMP Working Waterfront Resilience Assessments

Project 30191 – DCR Flood Fund – Mill Creek Boat Ramp (Middlesex)

Project 30124 – Staff Support to Middle Peninsula Alliance (MPA) FY24

MPPDC staff are providing clerical and fiscal assistance to the Middle Peninsula Alliance.

Project 30195 – Community Flood Preparedness Fund (CFPF) – Round 3 Supplemental (Piankatank) VDCR CFPF

funding for one shoreline protection construction project on private property within the Piankatank River watershed.

Project 30198 – Gwynn’s Island Septic

To support the MPPDC Regional On-Site Wastewater Treatment and Disposal Funding Program, this grant from Mathews Community Foundation provides septic repair assistance to LMI homeowners on Gwynn’s Island.

Project 30220 – Commuter Assistance Program (CAP) Operating FY24

This program assists local commuters and employers with transportation issues. The main emphasis is on lowering the number of single occupancy vehicle commutes within and from the Middle Peninsula region through marketing and promotion of the program through local media and provision of ride-matching services to commuters.

Project 30321 – Rural Transportation Planning FY24

This program provides rural transportation planning services through the Rural Transportation Planning Work Program which outlines specific tasks and goals to guide the rural planning of transportation services.

Project 32164 – CZM 306 Next Generation Shoreline Plan (Pilot Project – Yr1)

VIMS Shoreline Studies Program will develop a whitepaper to examine the use of technology, modeling, alternative materials, proprietary products, and innovative nature-based mitigation measures in the planning process for “next generation shorelines” which are intended to provide an enhanced level of shoreline resilience and water quality in response to more frequent and severe flooding and accelerated sea-level rise. One design of a next generation shoreline for a publicly owned property in a high energy wave environment will be completed. Year 2 will involve further development of the whitepaper and a next generation shoreline design for a moderate wave energy publicly owned site.

Project 32170 – Virginia Coastal TA FY22

This project provides ongoing support to member localities of the Planning District Commission and other stakeholders committed to improving community development and coastal management within the coastal zone.

Project 32171 – CZM 306 Next Generation Shoreline Plan Yr2

VIMS Shoreline Studies Program will continue to develop a whitepaper to examine the use of technology, modeling, alternative materials, proprietary products, and innovative nature-based mitigation measures in the planning process for “next generation shorelines” which are intended to provide an enhanced level of shoreline resilience and water quality in response to more frequent and severe flooding and accelerated sea-level rise.

One design of a next generation shoreline for a publicly owned property in a moderate energy wave environment publicly owned site will be completed.

Project 32172 – DEQ CZM ANPDC Ecotourism VI FY23

This project will build on the efforts completed between 2020-2021. During this project, PDCs will focus on implementing actions identified in the 36-month Marketing Strategy and Action Plan. MPPDC staff will also develop a grant application to seek funds which address resilience needs identified in the 2022 resilience assessment of MPCBPAA properties. PDCs will also collaborate to identify a long-term sustainability plan for maintaining the site for years to come.

Project 32175 – DEQ Chesapeake Bay WIP Technical Assistance 2023

MPPDC will continue to engage localities and regional and state partners regarding Bay WIP III programmatic actions and implementation activities with funding provided by DEQ.

Project 32176 – NFWF Veterans Partnership

MPPDC will develop and formalize an operating agreement between the MP-PAA and Knott Alone-Hold Fast, Inc,

a nonprofit organization providing counseling and coastal eco and restoration workforce development services focusing on leveraging Chesapeake Bay coastal environs for veterans. The project will build capacity to address a known gap in local workforce for resilience and restoration activities.

Project 32021 – PAA GO VA Sea Grant Resilience Economy

Virginia Sea Grant was awarded a GO Virginia award to assist the Middle Peninsula and other coastal areas with developing a water management economy to combat flooding and sea-level rise. This project will utilize land owned by the MPCBPAA as field stations to encourage business innovation in the flood resiliency space.

Project 30221 – VDRPT Commuter Assistance Program (CAP) Operating FY25

This program assists local commuters and employers with transportation issues. The main emphasis is on lowering the number of single occupancy vehicle commutes within and from the Middle Peninsula region through marketing and promotion of the program through local media and provision of ride-matching services to commuters.

Project 31005 – VDOT Rural Transportation Planning FY25

This program provides rural transportation planning services through the Rural Transportation Planning Work Program which outlines specific tasks and goals to guide the rural planning of transportation services.

Project 32024 – MPPDC Virginia Outdoors Foundation (VOF) Get Outdoors

This project will provide the Middle Peninsula Chesapeake Bay Public Access Authority with nature trail demarcation and location services on the Captain Sinclair's complex in Gloucester by partnering with Knott Alone Hold Fast, a veteran support program.

Project 30001 – VCZMP Coastal Technical Assistance FY24

This project provides ongoing support to member localities of the Planning District Commission and other stakeholders committed to improving community development and coastal management within the coastal zone.

Project 30009 – CFPF Captain Sinclairs Berm/Road Flood Mitigation

Project is to design and develop a draft permit application for construction of a flood mitigation berm to address recurrent flooding at the MPCBPAA Captain Sinclairs Recreation Area in Gloucester. The project also involves elevation of the public road at the site for flood mitigation purposes.

Project 35002 – VHDA CIG Housing Planning FY24

VHDA awarded MPPDC a \$50,000 Community Impact Grant – Innovation Planning to scope out three innovation building systems, floating moisture barrier system (FMBS) – Home Mechanix, onsite wastewater treatment & reuse system (OWTRS) – Triangle Environmental, and structural steel insulated panel system (SSIP) – ThermaSteel. The grant was for the preparation of three “white papers” that would mirror the application for a VHDA Housing Innovation Implementation Grant. These three innovative housing systems can significantly improve the resiliency of housing, allow for the development of resilient housing in low-lying coastal areas, and reduce the overall cost of housing, particularly for lower-income households. The purpose of the project was to test demonstrate each innovative building system at the Captain Sinclair property with the objective increasing the deployment of each system in coastal Virginia.

Project 32177 – EDA Technical Assistance Program 2023

MPPDC will facilitate the maintenance, update, and implementation of the Middle Peninsula Comprehensive Economic Development Strategy (CEDS) utilizing existing regional partnerships and building upon recent and ongoing regional initiatives focusing on fostering economic growth within the region.

Project 32181 – VCZMP Coastal Technical Assistance FY23

This project provides ongoing support to member localities of the Planning District Commission and other stakeholders committed to improving community development and coastal management within the coastal zone.

Project 32183 – FY2023 SCRC Local Development District Capacity Building

MPPDC received funding from the Southeast Crescent Regional Commission to provide technical assistance for economic and community development activities within the region. This year’s grant will focus on partnering with the Middle Peninsula Alliance to hire a trainer who can relaunch a business development course which is a requisite for accessing available MPPDC small business loan funding.

Project 38024 – FY24 Local & Regional Technical Assistance

This program responds to daily requests for technical assistance which other commission programs are unable to provide.

Project 38815 – Middlesex County Comp Plan Audit – Feb 2024

A diagnostic review and analysis of the Middlesex County Comprehensive Plan will be conducted to identify areas in need of improvement or addition to ensure compliance with state requirements.

Project 321771- GO Virginia – West Point Adjacent Land Airport Study

Project studies the needs for moving the land adjacent to the airport to the next tier under the VEDP site readiness program.

Project 321772 – DCR Flood Fund - West Point Bridge Study

Project is to conduct a Hydrologic and Hydraulic Study and Structural Design and Level of Service Study to address ongoing flooding for a Town owned bridge adjacent to the Middle Peninsula Regional Airport.

Project 30190 – DCR Flood Fund - Hoskins Creek (Tappahannock)

Project is to design, obtain permits for, and construct a living shoreline on the Town-owned property adjacent to the Rte. 17 bridge over Hoskins Creek in Tappahannock.

Project 30196 – DCR Flood Fund – Round 3 Supplemental (York Private Property Shorelines)

VDCR CFPF funding for two shoreline protection construction projects on private properties within the York River watershed.

Project 30186 – Elevated Septic Pilot FY22

Construction of a vertically elevated septic system will occur at the King & Queen Telehealth and Business Development Center as part of a three-year pilot program to analyze an engineered septic unit that houses and treats all sewage effluent in a vertically elevated, self-contained unit suitable for areas with high water tables and flooding in Coastal Virginia.

Project 38811 – DCR Flood Fund – Broad Creek (Middlesex) Dredging and Jetty Design

Project is for designing and dredging Broad Creek while concurrently designing and developing a draft joint permit application for the construction of shoaling protection structures along the mouth of the channel to ensure long-term navigability.

Project 38813 – Broad Creek Spot Dredging (Middlesex) VPA Emergency Dredging

Project is for emergency dredging of the federal navigation channel and placement of dredging material in the federal upland placement site adjacent to Broad Creek.

Project 301981 – FY25 Gwynn’s Island Septic

To support the MPPDC Regional On-Site Wastewater Treatment and Disposal Funding Program, this grant from Mathews Community Foundation provides septic repair assistance to LMI homeowners on Gwynn’s Island.

Project 32163 – DEQ 319(h) NPS IP for BMP Residential Septic 2021

This project provides cost-share assistance to landowners, homeowners, and agricultural operators as an incentive to voluntarily install nonpoint source (NPS) best management practices (BMPs) in designated watersheds.

MPPDC: Membership, Appointments, Committee Assignments, and Networks

Coastal Policy Team (CPT): The CPT, whose members and alternates represent the Virginia Coastal Zone Management Program's key partners, and eight planning district commissions, provides a forum for discussion and resolution of cross-cutting coastal resource management issues. Members serve on the team at the discretion of their agency or planning district commission director. The CPT recommends funding levels to the DEQ Director for coastal zone management projects. (MPPDC Staff 15 years +)

Virginia Coastal Resilience Master Plan Technical Advisory Committee: As appointed by the Governor in EO-71, a Technical Advisory Committee (TAC) with representatives of state agencies, coastal planning districts and regional commissions, and academic advisors, among others will facilitate the coordination and the development of the Virginia Coastal Resilience Master Plan. The Commonwealth's Chief Resilience Officer, Special Assistant to the Governor for Coastal Adaptation and Protection, and TAC will work with localities, regional entities, citizens, and stakeholder groups to identify critical infrastructure, at-risk communities, adaptation strategies, and specific resilience projects for inclusion in the Plan.

Congressman Robert Wittman's Fisheries Advisory Committee and Environmental Advisory Committee: (MPPDC Staff 8 years +)

Virginia Sea Grant Program External Advisory Committee (EAC): The EAC provides stakeholder input on the strategic planning process, the research proposal review process, and on Commonwealth-wide trends and needs. The EAC is a diverse group of end-users including representatives from state agencies, the education community, coastal planning and management, the private sector, and NGOs. (MPPDC Staff 9 years+)

The Association for Commuter Transportation (ACT) (Telework Council Secretary): ACT is the premier association for professionals and organizations whose focus is the delivery of commuting options and solutions for an efficient transportation system. The Telework Council is concerned with promoting telework and providing telework information and technical assistance to employers (MPPDC Staff 10 years+)

The Coastal Society: The Coastal Society is an organization of private sector, academic, and government professionals and students. The Society is dedicated to actively addressing emerging coastal issues by fostering dialogue, forging partnerships, and promoting communications and education. (MPPDC staff serves as a Director)

Virginia Shoreline Working Group: The Virginia Coastal Zone Management Program launched the working group in 2022 to focus in on complex regulatory and legal matters pertaining to shoreline management and to help advance shoreline protection and habitat restoration projects that can compete for federal funding.

Virginia Bay Enhancement Working Group (BEWG): The Northam Administration and VMRC launched BEWG in 2020 as result of administration policy of no future overboard discharge of dredged material. The group is tasked with identifying beneficial reuse opportunities for the 1 Million cubic yards of material that is dredged every 3-5 years from the York Spit Navigation Channel which is the primary shipping channel for the Baltimore Harbor in the southern section of the middle of the Chesapeake Bay. MPPDC staff were requested to serve to evaluate alternatives from around the Bay and including the Middle Peninsula.

Government Finance Officers Association (GFOA): The Government Finance Officers Association (GFOA), founded in 1906, represents public finance officials throughout the United States and Canada. The association's more than 20,000 members are federal, state/provincial, and local finance officials deeply involved in planning, financing, and implementing thousands of governmental operations in each of their jurisdictions. GFOA's mission is to advance excellence in public finance. (MPPDC Staff 9 years). No longer a member of this organization.

Virginia Government Finance Officers Association (VGFOA): The Virginia Municipal Finance Officers' Association was organized on January 12, 1968. The name of the organization was changed to The Virginia Government Finance Officers Association on October 5, 1984. The VGFOA provides educational opportunities to members through the VGFOA Certification Program, provides networking and educational opportunities through two annual conferences, provides legislative updates and updates from standard-setting bodies such as GASB, OMB, etc. (MPPDC Staff 15+ years and Certified)

National Grants Management Association (NGMA): NGMA provides national and international leadership, helping its members achieve success in the grants management community through the advocacy of best practices and the promotion of professional excellence. (MPPDC Staff 3 months)

ACRONYMS

ACH	Automated Clearing House	OLGA	Online Grant Administration
AFID	Agricultural and Forestry Industries Development	PAA	Public Access Authority
AHMP	All Hazards Mitigation Plan	RBOG	Rural Business Opportunity Grant
BCC	Building Collaborative Communities Project	RFP	Request for Proposal
BOS	Board of Supervisors	RFQ	Request for Qualifications
CBPA	Chesapeake Bay Preservation Area	RLF	Revolving Loan Fund
CDBG	Community Development Block Grant	RTP	Rural Transportation Planning
CEDS	Comprehensive Economic Development Strategy	SERCAP	Southeast Rural Community Assistance Project
CIP	Capital Improvement Plan	SHSG	State Homeland Security Grant
COI	Conflict of Interest	SWCD	Soil and Water Conservation District
CZMP	Coastal Zone Management Program	SWM	Storm Water Management
DEQ	Department of Environmental Quality	SWRP	State Water Resource Plan
DCR	Department of Conservation & Recreation	THIRA	Threat & Hazard Identification & Risk Assessment
DGIF	Department of Game and Inland Fisheries	TMDL	Total Maximum Daily Loads
DHR	Department of Historic Resources	USACE	U.S. Army Corps of Engineers
DHCD	Department of Housing and Community Development	USDA	U.S. Department of Agriculture
DMME	Department of Mines Minerals and Energy	USFWS	U.S. Fish and Wildlife Service
DOE	Department of Energy	VACORP	Virginia Association of Counties Risk Pool
DRPT	Department of Rail and Public Transportation	VAPA	Virginia Planning Association
EDA	Economic Development Administration	VAPDC	Virginia Association of Planning District Commissions
EDO	Economic Development Organization	VASG	Virginia Sea Grant
EECBG	Energy Efficiency and Conservation Block Grant	VCP	Virginia Coastal Program
EOC	Emergency Operation Center	VCRMP	Virginia Coastal Resilience Master Plan
EPA	Environmental Protection Agency	VCWRLF	Virginia Clean Water Revolving Loan Fund
FEMA	Federal Emergency Management Agency	VCZMP	Virginia Coastal Zone Management Program
Fracking	Hydraulic Fracturing	VDEM	Virginia Department of Emergency Management
GIS	Geographic Information System	VDH	Virginia Department of Health
HRPDC	Hampton Roads Planning District Commission	VDOT	Virginia Department of Transportation
LGA	Local Government Administrators	VEE	Virginia Environmental Endowment
LPT	Local Planning Team	VIMS	Virginia Institute of Marine Science
LSIP	Living Shoreline Incentive Program	VLCF	Virginia Land Conservation Fund
MOU	Memorandum of Understanding	VMRC	Virginia Marine Resource Commission
MPA	Middle Peninsula Alliance	VOAD	Volunteer Organization Active in Disasters
MPBA	Middle Peninsula Broadband Authority	VOP	Virginia Outdoors Plan
MPCBPAA	Middle Peninsula Chesapeake Bay Public Access Authority	VRA	Virginia Resources Authority
MPEDRO	Middle Peninsula Economic Development and Resource Organization	VSMP	Virginia Stormwater Management Program
NIMS	National Incident Management System	VTA	Virginia Tourism Association
NFWF	National Fish and Wildlife Foundation	VTC	Virginia Tourism Corporation
NOAA	National Oceanic and Atmospheric Administration	VWP	Virginia Water Protection
NPS	National Park Services	VWWR	Virginia Water Withdrawal Reporting
OCVA	Oyster Company of Virginia	WIP	Watershed Implementation Plan
OIPI	VA Office of Intermodal Planning and Investment	WQIF	Water Quality Improvement Fund

This Page Left Intentionally Blank



DEPARTMENT OF THE ARMY
US ARMY CORPS OF ENGINEERS
NORFOLK DISTRICT
FORT NORFOLK
803 FRONT STREET
NORFOLK VA 23510-1011

April 9, 2026

Bettina Rayfield, Manager
Office of Environmental Impact Review and Renewable Energy Programs
Virginia Department of Environmental Quality
1111 E. Main Street, Suite 1400
Richmond, Virginia 23219

Dear Ms. Rayfield:

Thank you for your agency's review and comments on the federal consistency determination (FCD) (Enclosure 1) for maintenance dredging of the Winter Harbor Federal Navigation Project (WHFNP). The U.S. Army Corps of Engineers (USACE) values our partnership with the Commonwealth of Virginia (State) in providing safe navigable channels consistent with the enforceable policies of the State's Coastal Program. On February 18, 2026, the Department of Environmental Quality (DEQ) provided an objection letter to the WHFNP FCD (Enclosure 2). On March 13, 2026, prior to USACE's response, DEQ provided a second letter concurring with USACE's FCD, "provided all applicable permits and approvals are obtained as described by the State" (Enclosure 3, p. 2.). Though the State does not expressly assert a "conditional" concurrence, the State appears to qualify concurrence on (purported) procedural requirements under the State's enforceable coastal policies. As set forth below, Congress has not waived the United States' sovereign immunity with respect to State procedural requirements under the Coastal Zone Management Act (CZMA): pursuant to Congress' partial waiver, the United States need only act consistently to the maximum extent practicable with *substantive* State enforceable policies. Moreover, the State's position continues to be inconsistent with the Virginia Code, in which the State Legislature plainly exempted Congressionally authorized dredging *and* placement from State subaqueous bottomland permitting.

In addition to responding to the State's March 13 letter, USACE also responds to the February 18, 2026 "Objection Letter." This is because certain of the issues raised therein continue to arise across USACE's maintenance dredging activities. First, USACE opposes the State's prioritization of private, for-profit oyster leases over maintenance dredging. This is especially problematic when, as here, the leases appear to have been granted in violation of State and federal law. Second, there is no factual support in the administrative record (or even a specific allegation) that the minor, temporary increases in turbidity would negatively impact the shellfish populations, shellfish spawning, or fish migration. To the contrary, available research indicates that these temporary impacts will not harm any marine fishery. The State cannot arbitrarily impose conditions without any supporting evidence in the administrative record linking those conditions to an enforceable policy.

Third, the treatment of accumulated sand within the federal channel as a protected State resource (whether a purported dune or beach) is effectively an objection to the federal channel itself. Under the State's novel construction of its Dune and Beaches Policy, the State would control the timing of USACE's dredging activities to ensure protected "beaches" or "dunes" do not form inside federal channels.

A. Response to the State's March 13, 2026, Concurrence

In its concurrence, the State asserts that "this project appears to be consistent with the Marine Fisheries enforceable policy of the Virginia CZM Program provided any required permits from . . . [Virginia Marine Resources Commission (VMRC)] are received for the project's jurisdictional impacts." (Enclosure 3, p. 3.) As USACE has previously communicated, State law expressly exempts USACE's construction and maintenance of Congressionally approved navigation and flood control projects. Section 28.2-1203 of the Virginia Code provides that:

No person may "build, *dump*, trespass or encroach upon or over, *or take or use any materials* from the beds of the bays, ocean, rivers, streams, or creeks" within Virginia's jurisdiction, unless such act is performed pursuant to a permit issued by the Commission or is necessary for the following: Construction and maintenance of congressionally approved navigation and flood-control projects undertaken by the United States Army Corps of Engineers, the United States Coast Guard, or other federal agency authorized by Congress to regulate navigation, navigable waters, or flood control.

(Emphasis added.) A plain reading of this provision makes clear that both placement (i.e., dumping) *and* dredging (i.e., "the take or use" of material from waters within Virginia's jurisdiction) are exempted from permitting if associated with USACE construction or maintenance of Congressionally authorized navigation projects. The State's decision to differentiate between the acts of dredging and placement has no support in the foregoing statute and ignores the State Legislature's use of the term "dumping." As explained further below, this is not the only instance of the State casting aside Virginia Legislative intent during the CZMA process.

Furthermore, this "requirement"— even it were applicable — cannot be grounded in the CZMA. Congress has granted only a limited waiver of federal sovereign immunity in Section 307 of the Coastal Zone Management Act. As the Supreme Court established in *Hancock v. Train*, 426 U.S. 167 (1975), such limited waivers do not subject federal agencies to procedural components of state law. Following *Hancock*, Congress revised the waiver under some statutes to make clear that the United States must follow state substantive and procedural requirements. (See, e.g., *North Carolina ex rel. Cooper v. TVA*, 515 F.3d 344, at p. 352, fn. 7 (4th Cir. 2008) ["Congress immediately responded [to *Hancock*] by amending the CAA [Clean Air Act] to refer

to ‘all requirements’ in order ‘to express, with sufficient clarity, the . . . desire to subject Federal facilities to all Federal, State, and local requirements--procedural, substantive, or otherwise--process, and sanctions.’”]) Congress never did so with the CZMA’s partial waiver, which was already considerably narrower than the pre-amendment Clean Air Act waiver.

Accordingly, neither State nor federal law support the State’s assertion that a permit is needed for the placement of dredged material. As a final note, USACE has written separately to address the assertion that a Local Wetlands Board permit is required.

B. Response to the State’s February 18, 2026, Objection Letter (Withdrawn)

1. Objection based on Marine Fisheries Enforceable Policy:

“VMRC evaluated the proposed action and has determined that it will negatively impact the resources covered under the Marine Fisheries enforceable policy. Specifically, the project, as proposed, will encroach on leased oyster grounds and public clamming grounds. Depending on the time of year, this activity would have temporary impacts on shellfish spawning cycles as well as fish migrations, based on potential turbidity in the water. Therefore, VMRC deems that this project is inconsistent with the Marine Fisheries enforceable policy.”

(Enclosure 2, pp. 2–3.)

2. USACE Response to Second Objection:

2.a. The Oyster Leases Conflict with State and Federal Law

First, regarding the purported conflict with the federal channel and private oyster leases, State law makes clear that leases are not to be granted within Congressionally authorized federal channels:

§ 28.2-603. General oyster planting grounds. Waterfront that is not already assigned or reserved for the riparian owners, and the beds of the bays, rivers, and creeks and shores of the sea lying outside the limits of navigation projects adopted and authorized by the Congress and not required for the disposal of materials dredged incident to the maintenance of such projects, . . . may be leased by the Commissioner upon the receipt of a proper application.

(Emphasis added.) Thus, no subaqueous bottoms could have been lawfully leased within the footprint of the federal channel or within the area required for disposal of materials for maintenance of such projects. The State Legislature’s clear intent was that for-profit oyster leases avoid conflict with federal navigation channels. The State’s position, that leases may be granted within federal projects or so close to such projects that the turbidity impacts the oysters,

flies in the face of the intent of Section 28.2-603. Accordingly, the State's objections based upon private oyster leases are baseless.

Notably, even projects *under consideration* should have halted the granting of leases without clear Gubernatorial consent:

§ 28.2-621. Effect of proposal for navigation project. When the Commissioner receives information that the Secretary of the Army has been authorized by congressional action to conduct a survey on a specified navigation improvement project, *the Commissioner shall obtain the consent and approval of the Governor before leasing any public oyster-planting grounds which may be required for dredging operations or spoil disposal areas in connection with the project.* If after the completion of the survey and submission of the district engineers' report to the Chief of Engineers, United States Army, the proposed navigation improvement project is not authorized, the affected ground will again become available for lease and assignment.

Though there appears to be some conflict between Sections 28.2-603 and 621, in that the latter would permit conflicting leases if they were first in time, that conflict is irrelevant here. The WHFNP was authorized by the River and Harbor Act (RHA) of 17 May 1950 (Section 102); Public Law 81-516, 2D Session, HR 5472. Based upon the following lease origination dates, none of them predated the federal project:

- Lease 19174, 73.61 acres, origination date August 22, 2007, leaseholder Kevin Godsey;
- Lease 17066, 7.55 acres, origination date December 1, 2004, leaseholder: John Sanger;
- Lease 22105, 4.98 acres, origination date November 20, 2018, leaseholder: June Hudgins;
- Lease 21380, 10.76 acres, origination date February 14, 2017, leaseholder: Robert Croxton Jr.;
- Lease 22106, 4.76 acres, origination date November 20, 2018, leaseholder: June Hudgins; and
- Lease 19224, 2.75 acres, origination date October 26, 2021, leaseholder: James Godsey;

There can be no doubt that the State knew about the authorized federal channel before executing the leases because USACE coordinated the maintenance dredging of the channel with the State during the following dredging cycles: December 2009-January 2010, April-May 2002, and July 1979-June 1980. Moreover, we believe the State was aware of dredging cycles before the CZMA's enactment (prior cycles were in February 1966 and May-July 1956.)

In addition, whether within or adjacent to the federal channel, federal law precluded the granting of these leases without an authorization from USACE pursuant to Section 14 of the Rivers and Harbors Act of 1899, 33 U.S.C. § 408 (Section 408). Section 408 authorizes the

Secretary of the Army to grant permission for temporary or permanent use, occupation, or alteration of USACE civil works projects, *provided* the activity does not impair the project's usefulness or injure the public interest. Geographically, Section 408 jurisdiction extends to alterations to submerged lands occupied or used by a USACE project, as well as alterations to submerged lands subject to the navigation servitude and *in the vicinity* of a USACE project when those alterations have the potential to impair the USACE project. (Engineer Circular 1165-2-220, p. 10.) In the case of the private shellfish leases at issue, each of them is impairing the project's usefulness and injuring the public interest because the State's position is essentially that because of the leases – USACE must accept conditions that increase dredging costs or delay the project (time of year restrictions or the use of turbidity curtains) or defer dredging. Moreover, the leases within the authorized federal channel directly conflict with the federal project and constitute the use, occupation, and alteration of the project.

For the foregoing reasons, any objection based upon the impact of dredging Congressionally authorized channels (or material placement) on private oyster leases is unsupported by law. Thus, the state's encroachment claim appears limited to the placement of dredged material on public clamming grounds. The clamming grounds, however, appear to be an afterthought – despite three previous maintenance dredging cycles (1966, 2002 and 2009-10) with the placement in the same public clamming grounds, the State has never previously asserted an objection based on the presence of public clamming grounds. Accordingly, the real basis for the State's objection appears to be the oyster leases. Regardless, it appears that the public clamming grounds were designated in May of 1952, following Congress's establishment of the federal channel by Congress in 1950. Whether (as with oyster leases) or not Virginia law precludes this interference with a Congressionally authorized channel, the Constitution does; neither states nor private persons may impede or restrict the United States's power over navigation:

This right to control, improve and regulate the navigation of such waters is one of the greatest of the powers delegated to the United States by the power to regulate commerce. Whatever power the several States had before the Union was formed, over the navigable waters within their several jurisdictions, has been delegated to the Congress, in which, therefore, is centered all of the governmental power over the subject, restricted only by such limitations as are found in other clauses of the Constitution.

(*Lewis Blue Point Oyster Cultivation Co. v. Briggs*, 229 U.S. 82, at pp. 87-88 (1913) [rejecting the claim of a plaintiff that oyster beds leased under state law were damaged by the United States' dredging activities and recognizing the dominant right of the United States to maintain navigation].) Though the State has “the right, in its discretion, to appropriate its tide-waters and their beds to be used by its people as a common for taking and cultivating fish,” that right extends only “so far as it may be done without obstructing navigation.” (*McCready v. Virginia*, 94 U.S. 391, 395 (1876).)

As a final matter, should the State designate public clamming grounds inside a Congressionally authorized federal channel or placement area, and then rely on that designation to limit or impose conditions on the United States' ability to maintain navigation, such designations may also become subject to Section 408 authorization.

2.b. *The Alleged Impacts on Marine Fisheries Are Unsupported by the Record*

The State's objection also asserted that, "depending on the time of year," the Project would "have temporary impacts on shellfish spawning cycles as well as fish migrations, based on potential turbidity in the water."

The State has provided no evidentiary support (or even argument) to support the claim that potential turbidity in the water "would cause temporary impacts to shellfish spawning cycles as well as fish migrations, based on potential turbidity in the water." There is not a single statement in the record about shellfish spawning cycles and how such cycles may be impacted by temporary turbidity, nor is there any evidence about the migrations of fish species that may be in the area (in fact, there is no discussion of impacts to any particular species at all). USACE does not dispute that there will be temporary turbidity, but the State cannot rely on this alone to object to Congressionally authorized navigation projects. Otherwise, virtually every project would be objectionable: resuspension of solids is inherent in the dredging and dredged material placement processes. Unlike the State, USACE has carefully evaluated these impacts in studies of its activities (see below), and the data do not support the State's objection.

NOAA regulations place the burden on the state to adequately describe how the project is inconsistent with a state's enforceable policy. (15 C.F.R. § 930.63(a).) Objections that are conclusory in nature or unsupported by evidence are not sufficient to set aside a federal agency action as arbitrary and capricious. Indeed, as Second Circuit observed in a challenge to US EPA's decision to override New York's CZMA objection:

[A] court will overturn an agency's determination only when the agency "has relied on factors which Congress has not intended it to consider, entirely failed to consider an important aspect of the problem, offered an explanation for its decision that runs counter to the evidence before the agency, or is so implausible that it could not be ascribed to a difference in view or the product of agency expertise."

(*Town of Southold v. Wheeler*, 48 F.4th 67, at p. 77 (2nd Cir. 2022) [finding EPA's decision not to be arbitrary and capricious where EPA adequately responded to New York's lengthy, detailed objections].) Importantly, state policies *must* "provide some meaningful guidance as to what is and is not permissible" – in other words, the enforceable policies must "contain standards of sufficient specificity to guide public and private uses." (*San Francisco Bay Conservation &*

Dev. Comm'n v. United States Army Corps of Eng'rs, 8 F.4th 839, at p. 850 (9th Cir. 2021).) Moreover, a state must show “a textual or practical connection” between the objection (or proffered condition) and the enforceable policies. (*Id.*) There is nothing in the State’s policy that should be read to prohibit even temporary turbidity associated with navigation when the State has identified no spawning or migration activity that would be impacted. Such a rule would stop federal navigation projects in their tracks.

From an evidentiary standpoint, the State’s assertions are not only unsupported, but they are also incorrect. The State’s analysis is consistent with USACE’s FCD, insofar as it provides that dredging and placement of the sandy dredged material along the shoreline would only result in temporary, minor, and localized increases in turbidity; only the State’s conclusion differs. USACE anticipates that oyster leases proximate to the channel would be minimally impacted by turbidity resulting from the proposed activities. The proposed means and methods described in the FCD indicate channel maintenance dredging would be performed via a hydraulic cutterhead dredge, with transport of the sandy dredged material occurring via pipeline to the bay facing beach approximately one to two miles away. Historically, USACE has performed studies of resuspension of solids from the act of dredging. Evidence demonstrates that hydraulic cutterhead dredges generate total suspended solids concentrations at the cutterhead of up to 300 milligrams per liter (“mg/L”). (USACE, *Dredging-induced Near-field Resuspended Sediment Concentrations and Source Strengths*, p. 52 (1995).) In another study, total suspended solids concentrations produced by cutterhead dredges were reported to range between 11.5 – 282 mg/L (Raymond, Gene, *Techniques to Reduce the Sediment Resuspension Caused by Dredging*, p. 10 (1984)), with the highest levels (up to 550 mg/L) occurring immediately adjacent to the cutterhead. (See NMFS GARFO, *Section 7 Effects Analysis: Turbidity in the Greater Atlantic Region*, Table 2 (2025).) The USACE Engineer Research and Design Center (ERDC) performed a study of oysters (*Crassostrea virginica*) in the James River in response to VMRC concerns about fine-grained sedimentation on adjacent shellfish leases resulting from overboard placement of dredged material. ERDC’s study indicated that a suspended sediment concentration of 500 mg/L can be used conservatively for nondetrimental oyster exposures of several days’ duration. (Suedel, Burton et al., *The Effects of a Simulated Suspended Sediment Plume on Eastern Oyster (Crassostrea virginica) Survival, Growth, and Condition*, p. 586 (2015).) Moreover, here, the timing of any marine fisheries’ exposure to turbidity would be limited. For large dredging operations, the effective operating time of the dredge (i.e. active dredging) is 18 hours of each 24-hour period. Small maintenance dredging projects such as WHFNP may be limited to operation during daylight hours, depending on the contractor capabilities. Overall, based on the preceding evidence, oysters and clams in the vicinity of dredging activities would not be subject to continuous elevated TSS and the resulting turbidity.

USACE anticipates that turbidity from sand placement adjacent to public clamming grounds would be minimal to discountable. Dredged material placed at the beach site would not reside in the water column as a suspended solid (contributing to turbidity) due to the coarseness of the material. Sand generally migrates through the littoral zone as a bedload, a process referred to as

saltation. Sands in the swash zone may be temporarily resuspended during high energy events (e.g. wave action, storm events) at greater than normal ambient conditions. Benthic organisms in this environment are typically well-adapted to these dynamic environments. Moreover, the channel segment with predominant fine-grained sediments would be placed in the upland confined disposal facility—removing these sediments from the environment (and further supporting the conclusion that materials would not reside in the water column for long periods).

The WHFNP site is not a known anadromous fish use area. While the State speculates about impacts to marine fisheries migration, no data to support this contention has been provided by the State—whether to establish species migrations in the project area or to establish impacts to those species at the TSS levels anticipated. Furthermore, a common behavior of fish to increased turbidity is avoidance of the area. (Kjelland, Michael et al., *A Review of the Potential Effects of Suspended Sediment on Fishes: Potential Dredging-related Physiological, Behavioral, and Transgenerational Implications*, p. 336-337 (2015).) Moreover, the TSS concentrations produced by cutterhead dredges are less than those shown to have an adverse effect on fish species (580.0 mg/L for even the most sensitive species, but typically up to 1000 mg/L. (Burton, William, *Effects of Bucket Dredging on Water Quality in the Delaware River and the Potential for Effects on Fisheries Resources*, p. 5-1 (1993).) Dredging and placement of predominantly sand material is expected to produce TSS concentrations at the lower end of the typical range, and turbidity plumes generated are expected to be localized to the discharge location and to dissipate quickly due to the coarseness of the material. Additionally, dredging does not generally occur continuously over any given 24-hour period, and the extent of sediment plumes is affected by daily tidal fluctuations; thus, increases in turbidity due to dredging and placement of sandy dredged material are intermittent and short-term. Accordingly, exposure to resuspended sediments due to dredging is not anticipated to occur at levels that have an adverse effect, nor would such exposures be considered chronic (greater than 96 hours).

In short, there is no evidence in the record to support the State’s conclusory allegation that the temporary turbidity increases will negatively impact shellfish spawning or fish migration.

3. Objection based on the Dunes and Beaches Enforceable Policy

“VMRC evaluated the proposed action and has determined that it will negatively impact the resources covered under the Dunes and Beaches enforceable policy. Specifically, the project, as proposed, will alter the contour of the existing beach and primary sand dune. Therefore, VMRC deems that this project is inconsistent with the Dunes and Beaches enforceable policy.”

(Enclosure 2, page 2.)

4. USACE Response to Dunes and Beaches Objection

4.a. *There Is No Coastal Primary Sand Dune.*

Foremost, there appears to be no coastal primary sand dune that would be impacted by the project, because the features in question lack the requisite change in grade. The Code of Virginia, § 28.2-1403, defines a coastal primary sand dune or dune as:

A mound of unconsolidated sandy soil which is contiguous to mean high water, whose landward and lateral limits are marked by a change in grade from ten percent or greater to less than ten percent, and upon which is growing any of the following species ...For purposes of this chapter, "coastal primary sand dune" or "dune" shall not include any mound of sand, sandy soil, or dredge spoil deposited by any person for the purpose of temporary storage, beach replenishment or beach nourishment, nor shall the slopes of any such mound be used to determine the landward or lateral limits of a coastal primary sand dune.

(Emphasis added.) USACE has surveyed the spit area, as well as the sandy area that has formed within the channel, and the survey demonstrates that no slope therein shows a greater than ten percent change in grade from the landward peak to the lateral limits. (Enclosure 3.) Accordingly, there is no evidence in the record to support the contention that there is a coastal primary sand dune that would be impacted by the project.

With respect to both the purported coastal primary dunes and the beach, the State's objections appear to be grounded in Section 28.2-1408 of the Virginia Code, which provides that:

"No permanent alteration of or construction upon any coastal primary sand dune shall take place which would (i) impair the natural functions of the dune, (ii) physically alter the contour of the dune, or (iii) destroy vegetation growing thereon unless the wetlands board or the Commission, whichever is applicable, determines that there will be no significant adverse ecological impact, or that the granting of a permit is clearly necessary and consistent with the public interest, considering all material factors.

Although this provision only mentions "coastal primary sand dunes" or "dunes," Chapter 14's definitions provides that the term beaches is "interchangeable" with coastal primary sand dune or dune within the Chapter. Thus, presumably, the preceding provision is being read by the State to apply equally to beaches. The State recognizes, however, that a federal channel must "continue to be maintained in its designated location regardless of impacts or physical geological forcings." USACE agrees, and this admission begs the question of why the State is objecting to the removal of material that has accumulated within a federal channel through accretion or sedimentation. Maintenance dredging exists precisely to remove such materials, regardless of whether they are above or below mean high water. Indeed, the federal government has the

sovereign right to use such lands for navigation purposes through use of the “navigation servitude,” even where accretion or sedimentation may have altered historically navigable waters. (*United States v. 49.79 Acres of Land*, 582 F. Supp. 368, 374 (Del. D.C. 1983) [The fact that the lands between the bulkhead line and the high water mark of 1902 are no longer navigable, is of no legal consequence” for the navigation servitude’s application]) (citing *United States v. 1,629.6 Acres of Land*, 503 F.2d 764 (3d Cir. 1974).) Much like the State’s granting of leases or designation of clamming grounds within the federal channel, this assertion of state control—under the auspices of the CZMA—within the federal channel appears to directly interfere with the United State’s Constitutional powers to control and improve navigation.

4.b. The Project Is in the Public Interest, and Would Result in a Net Ecological Benefit

Even assuming the State maintains this position that recent accretion of sand qualifies as dune or beach (it should not), the overwhelming evidence is that: (1) dredging the channel is clearly necessary and consistent with the public interest; and (2) that the administrative record contains no evidence (or even claim) of a significant ecological impact stemming from the proposed dredging of the historic channel. Thus, the activity should be exempted.

This project was initiated at the request of the local sponsor, Mathews County, which sought Congressional authorization and funding to restore safe and reliable navigation. The shoaling of this federally authorized channel impedes commercial and recreational vessel traffic, impacting local livelihoods and public safety. The request from the local sponsor is a clear declaration that this project is in the public interest of the citizens of Mathews County and the Commonwealth. As a Congressionally authorized federal navigation channel, its maintenance is by definition in the national public interest. (River and Harbor Act of 1950, § 102.) Restoring the channel’s authorized dimensions is essential for maritime commerce and safety and would restore a long-standing public waterway that has been rendered unusable. Moreover, Congress designated Winter Harbor as a “Harbor of Refuge,” a body of water normally sheltered from heavy seas by land, in which a vessel can navigate and safely moor. However, it has been unable to serve in this capacity since shoaling fully obstructed the channel in approximately 2022.

By contrast, the State’s letter of February 18 provides no explanation of any benefit to the public interest provided by the recently formed beach and sand dune. The State describes this as a natural and dynamic beach, but the features in question are not a historical, stable dune system or beach. Rather, this “spit” is a recent, dynamic shoal, and it is the very obstruction that elevates the necessity of the project.

Furthermore, the State makes no assertion (let alone presents evidence) that the dredging of the historic channel through the purported coastal primary dune and beach will cause any significant, adverse ecological impact. Indeed, the State acknowledges that the project is

consistent to the maximum extent practicable regarding impacts to wildlife, and the allegations of impacts to marine fisheries and conclusory in nature and without evidentiary support.

As a whole, the project would result in not only navigation but also ecological benefits. The WHFNP would maintain sand within the same beach system. The dredged sand would be beneficially placed along 7,100 linear feet of severely eroding shoreline, and placement would benefit listed species habitat north of the channel. The sand would be beneficially placed below the mean lower low water (MLLW) line to avoid incidental take of the endangered Northeastern beach tiger beetles. The Virginia Institute of Marine Science (VIMS) states that, "dunes act as reservoirs of sand which can buffer inland areas from the effects of storm waves and may also act as natural levees against coastal flooding." By beneficially placing the dredged sandy material within the eroding nearshore area, it serves to replenish the eroding sandy shoreline, improve habitat, and may add to the reservoir of sand improving the overall resiliency of the coastal ecosystem. More specifically, the beneficial placement of sand would directly restore and expand habitat for the federally endangered northeastern beach tiger beetle and provide a significant, measurable ecological benefit. It would also serve as a sacrificial but protective nearshore berm, dissipating wave energy and protecting the shoreline from erosion, thereby fulfilling the same protective function, in a much larger area, than the recent sand formation obstructing the channel. Overall, the project would result in a net ecological benefit.

In sum, USACE appreciates that the State has reconsidered its objections to the Congressionally authorized WHFNP. The State continues, however, to insist that USACE must comply with procedural requirements for which Congress has provided no waiver and which conflict with the plain language of State law. Accordingly, USACE will not apply for any Local Wetlands Board permit, nor will USACE seek a permit from the Virginia Marine Resources Commission for dredging or placement activities. With respect to the State's granting of private oyster leases inside the federal channels or in areas required for placement or borrow material, USACE continues to evaluate the available options. Though leases have historically been granted in violation of Virginia law and without USACE permission under Section 408, this conflict has only recently come to light as a result of the State's apparent prioritization of the leases over Congressionally authorized navigation projects. USACE requests that the State reconsider its current course of action and, at minimum, halt the granting of leases within federal channels and placement areas.

- 12 -

Should you have any questions or require further information on this submittal, including copies of cited literature, please contact Mr. Robert Pruhs of my staff by email at Robert.S.Pruhs@usace.army.mil or 757-201-7130. Thank you for your assistance.

Sincerely,

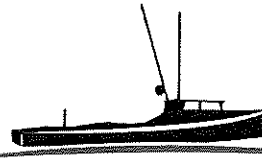
Keith B. Lockwood

Keith B. Lockwood
Chief, Water Resources Division

Enclosures

cc:

Mr. Joseph Grist, VMRC
Mr. Randy Owen, VMRC
Mr. Adam Kenyon, VMRC



MIDDLE PENINSULA
PLANNING DISTRICT COMMISSION

COMMISSIONERS

Essex County

Hon. Edwin E. Smith, Jr.
Hon. John C. Magruder
(Vice-Chairman)
Hon. J. Calvin Haile
Ms. April Rounds

Town of Tappahannock

Hon. Katherine B. Carlton
Mr. Steve Wright

Gloucester County

Hon. Ashley C. Chriscoe
(Chairman)
Hon. Tony Nicosia
Mr. Chris Renew
Vacant

King and Queen County

Hon. Mark R. Berry
Hon. Marie H. Norman
Ms. Vivian Seay

King William County

Hon. Benjamin Edwards
Hon. Justin Catlett
Sam Drewry

Town of West Point

Hon. James M. Pruett

Mathews County

Hon. Patrick Beattie
Hon. David Walsh
Mr. Tim Hill

Middlesex County

Hon. Wayne H. Jessie, Sr.
(Treasurer)
Hon. Reggie Williams, Sr.
Ms. Kendall Webre
Mr. Matt Walker

Town of Urbanna

Hon. Dr. William T. Goldsmith

Managing Director

Mr. Lewis L. Lawrence, III

Dr. D. Derek Aday

Dean and Director
Batten School of Coastal & Marine Sciences / VIMS
Post Office Box 1346
1370 Greate Road
Gloucester Point, Virginia 23062-1346

April 14, 2026

Subject: Formal Objection, Retraction Demand, and Request for Corrective Action – Winter Harbor Federal Navigation Project

Dear Dr. Aday:

At its February 25, 2026, meeting, the Middle Peninsula Planning District Commission discussed delays affecting dredging projects. Commissioners expressed concern regarding the February 18, 2026 Federal Consistency Determination (FCD) which objected to the Winter Harbor Federal Navigation Channel, a federally designed harbor of last resort and commercially important channel. At the direction of the Commission, we write to express strong and unequivocal protest to the Virginia Institute of Marine Science (VIMS) advisory comments submitted to the Department of Environmental Quality (DEQ) regarding the Winter Harbor Federal Navigation Project (DEQ #25-186F).

While VIMS serves an important role in providing scientific and technical expertise, portions of the February 3 letter—most notably the correspondence stating “we question the need to convert this natural and dynamic barrier beach back to a dredged channel...”—go beyond objective analysis and instead reflect subjective interpretation and policy judgment. This language is not a scientific conclusion; it is a position that can reasonably be construed as challenging the necessity of a Congressionally authorized federal navigation project. This project was initiated at the request of the local sponsor, Mathews County, which sought Congressional authorization and funding to restore safe and reliable navigation. The request from the local sponsor is a clear declaration that this project is in the public interest of the citizens of Mathews County and the Commonwealth. Congress designated Winter Harbor as a “Harbor of Refuge,” a body of water normally sheltered from heavy seas by land, in which a vessel can navigate and safely moor. As a Congressionally authorized federal navigation channel, its maintenance is by definition in the national public interest.

Winter Harbor is a federally authorized navigation channel, established through Congressional action and maintained by the USACE since being constructed

HUB 33

P.O. Box 399 Shacklefords, VA 23156 ♦ 4521 Lewis B. Puller Memorial Highway Mattaponi, VA 23110

(Phone) 804 785-8100 ♦ (Email) pdinfo@mppdc.com

<https://www.mppdc.com>

in 1956. USACE has coordinated the maintenance dredging of the channel with the Commonwealth during the following dredging cycles: December 2009-January 2010, April-May 2002, and July 1979-June 1980. The necessity, purpose, and continued maintenance of this channel have already been determined through federal authorization and appropriations. In that connection, we understand that federal funding in excess of \$5,000,000 has been appropriated for the current maintenance dredging cycle. Any suggestion that its “need” is open to question is not within the scope of advisory scientific review—it is an implicit reinterpretation of established Congressional intent. Notably, VIMS acknowledges within the same correspondence, that the channel “will continue to be maintained in its designated location regardless of impacts or physical geological forcings.” This recognition underscores that commentary questioning project need is not determinative and should not be presented in a manner that suggests otherwise.

It is particularly concerning that VIMS staff would include language that appears to substitute personal viewpoints or institutional preference for the controlling federal framework. Advisory agencies are tasked with informing how projects may proceed in an environmentally responsible manner—not whether there should be a Federally Authorized Winter Habor maintenance navigation project. The latter is neither a scientific determination nor within the purview of VIMS. The inclusion of such language risks undermining regulatory clarity, confusing stakeholders, and creating unnecessary friction in a process that depends on disciplined adherence to defined roles. While coastal dynamics, inlet migration, and habitat formation are important considerations, they do not alter or diminish the federal mandate to maintain authorized navigation channels. Further, Commonwealth law is clear related to USACE’s construction and maintenance of Congressionally approved navigation and flood control projects.

Section 28.2-1203 of the Virginia Code provides in pertinent part that:

No person may “build, dump, trespass or encroach upon or over, or take or use any materials from the beds of the bays, ocean, rivers, streams, or creeks” within Virginia’s jurisdiction, unless such act is performed pursuant to a permit issued by the Commission or is necessary for the following: Construction and maintenance of congressionally approved navigation and flood-control projects undertaken by the United States Army Corps of Engineers, the United States Coast Guard, or other federal agency authorized by Congress to regulate navigation, navigable waters, or flood control (emphasis added).

A straightforward reading of this provision makes clear that public need and public interest are already established for congressionally authorized navigation projects. Maintaining the channel is not subject to debate.

Further, this is not an isolated issue. A review of numerous prior VIMS advisory comments related to dredging projects reveals a striking and consistent pattern of recommending various material placement strategies without direct professional understanding of the complexity involved. Recommendations included upland placement of dredged material as a presumptive preferred alternative, rather than as one of several context-dependent options. Such recommendations frequently do not account for site-specific constraints, including complexity of land use compatibility, local zoning limitations, property acquisition challenges, transportation logistics,

HUB 33

P.O. Box 399 Shacklefords, VA 23156 ♦ 4521 Lewis B. Puller Memorial Highway Mattaponi, VA 23110

(Phone) 804 785-8100 ♦ (Email) pdinfo@mppdc.com

<https://www.mppdc.com>

permitting requirements, and long-term environmental and operational management obligations. The repeated implication that upland sites are readily available and easily acquired, designed, constructed, and managed reflects a concerning lack of understanding of land use policy, regulatory processes, and on-the-ground implementation realities. Presenting upland disposal as a broadly preferable solution, without addressing these constraints, risks oversimplifying complex implementation realities and may not align with established Commonwealth guidance supporting multiple beneficial use pathways.

It was also noted that multiple advisory comments recommended that dredge material should be used for thin layer placement or similar beneficial reuse strategies. By offering or suggesting applicants consider alternative placement strategies is somewhat misguided considering Virginia does not have an established and proven regulatory framework necessary for thin layer placement. Additionally, making this recommendation ignores completely the cost to achieve the placement, including the likelihood of doubling or tripling the handling cost of material, as well as the mobilization and demobilization cost as the volume of material in most dredging projects exceeds the capacity of the thin layer placement site. The result is a recommendation that is not practical, achievable, or economically feasible, or more likely culminates with VIMS indicating (after already making the recommendation) that more scientific study, scrutiny, and long-term monitoring is needed because there isn't an established and proven regulatory framework.

Given the seriousness of these issues, the Commission requests all of the following actions:

Clarification and Correction

VIMS will promptly issue a written clarification to the Department of Environmental Quality, Mathews County, and the U.S. Army Corps of Engineers clearly stating that the prior language questioning the “need” for the channel is not intended to represent a determination regarding project purpose or federal authorization of the Winter Harbor Federal Navigation Project; and

Clarification of Advisory Authority and Role

Given that the Middle Peninsula has 17 federally authorized navigation projects—including Section 408 categorical permission for maintenance dredging within its footprint—the Northern Neck has 13, and the Eastern Shore has 11, for a total of 41 federally authorized navigation projects and countless other federally authorized navigation projects across the Commonwealth, VIMS will formally affirm that its role in this and future reviews is limited to providing objective, science-based technical input on environmental considerations. That role does not extend to policy advocacy or the interpretation of Congressional intent with respect to these federally authorized navigation projects; and

Demonstration of Statutory Authority

VIMS will explain to the Department of Environmental Quality, Mathews County, and the U.S. Army Corps of Engineers the source of its authority under the long-standing Commonwealth of Virginia Federal Consistency Determination process to freely opine, question, or reinterpret Congressional intent for underlying federally authorized navigation projects, including, but not limited to, Section 408 of the Rivers and Harbors Act of 1899 (33 U.S.C. § 408) and Section 408 Categorical Permission 1 (408-CP-01).

HUB 33

P.O. Box 399 Shacklefords, VA 23156 ♦ 4521 Lewis B. Puller Memorial Highway Mattaponi, VA 23110

(Phone) 804 785-8100 ♦ (Email) pdinfo@mppdc.com

<https://www.mppdc.com>

Transparency in Advisory Development

VIMS will identify the staff members involved in preparing and reviewing the February 3 correspondence, including the roles of each identified staff member in the formulation of the guidance and opinions contained therein, and will provide further clarification on Advisory Services basis to challenge Congressional intent. Given the February 3 letter's questioning of Congressional intent, a question was raised related to the plural phrase used "we question..." this suggests that multiple Advisory staff agreed that it was right and proper to question Congressional intent.

Internal Guidance and Process Alignment

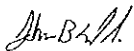
We recommend that VIMS reinforce and implement appropriate internal training and guidance for staff engaged in advisory reviews to ensure:

- Clear distinction between scientific analysis and policy determination;
- Consistent adherence to the defined role of technical advisory input;
- A more comprehensive understanding and consideration of land use, zoning, and infrastructure constraints associated with dredged material management, particularly with respect to upland disposal assumptions.

Maintaining the integrity of interagency coordination requires that each entity operate within its defined role and decision authorities. When advisory input extends beyond technical analysis into advocacy or policy reinterpretation—or relies on oversimplified assumptions disconnected from implementation realities -- it introduces confusion, delays, and avoidable conflict among federal, Commonwealth, and local partners. We remain committed to working collaboratively with VIMS, DEQ, VMRC, and the U.S. Army Corps of Engineers to ensure that environmental considerations are appropriately balanced with the clear and established federal mandate governing this and other channels. However, that collaboration must be grounded in a shared respect for the legal framework, practical constraints, and institutional boundaries that guide this process.

We respectfully request a written response, including an outline of the steps VIMS will take to address the concerns set forth herein the issuance of all requested clarifications and corrections of advisory responses for the Winter Harbor dredging, the requested clarification of authority, the identification of responsible staff, and the implementation of corrective measures.

Respectfully,



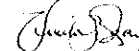
John Edwards
Interim Executive Director
Middle Peninsula Planning
District Commission

Respectfully,



Lewis L. Lawrence
Executive Director
Middle Peninsula
Chesapeake Bay
Public Access Authority

Respectfully,



Vivian Seay
King and Queen County
Administrator and
County Attorney

HUB 33

P.O. Box 399 Shacklefords, VA 23156 ♦ 4521 Lewis B. Puller Memorial Highway Mattaponi, VA 23110

(Phone) 804 785-8100 ♦ (Email) pdinfo@mppdc.com

<https://www.mppdc.com>

Cc:
Honorable David L. Bulova
Virginia Secretary of Natural Resources

Honorable Alfonso Lopez
Chair Agriculture Chesapeake and Natural Resources
Delegate

Honorable David W. Marsden
Chair- Agriculture, Conservation and Natural Resources
Senator

Honorable Robert Bloxom
Delegate

Honorable Keith Hodges
Delegate

Katherine A. Rowe
President of the College of William and Mary

Megan La Peyre
Associate Dean for Research & Advisory Services

Keith B. Lockwood
Chief, Water Resources Division
Norfolk District, U.S. Army Corps of Engineers

Ryan Green
Program Manager
DEQ Coastal Zone Management Program

This Page Left Intentionally Blank

Project Description	Location/Lead Organization	Source of Funding (federal = grants.gov)	Jobs Created/Updates
<p>Sewer and Water Infrastructure –improve access to water and sewer to support commercial development, improve quality of life, and protect the Chesapeake Bay.</p> <p>Camp Cardinal (Low Ground Road); Perrindise Marina (Perrin) Road, Gloucester Va; Hole in the Wall Gwynns Island, Mathews Va.</p>	<p>Region wide and specific county needs</p>	<p>EDA Virginia Department of Health (VDH) HRSD- extension lines for specific working waterfronts businesses http://www.eda.gov/ffo.html</p>	<p>The Middlesex County Water Authority has developed a plan for providing public water to the Deltaville community. The County received funding form the Virginia Department of Health for the construction of the system but because of the conditions on the grant the County declined the grant assistance. Working Waterfronts and seafood related: Campground, Marina and restaurants employment</p>
<p>Regional Truck Stop – the Middle Peninsula has a large number of trash, lumber, and agriculture trucks. These vehicles have limited locations to fuel, eat, and rest. A study is proposed to see if there is a business opportunity to create a regional truck stop.</p>	<p>Region wide/MPPDC</p>	<p>EDA/State/Local</p>	<p>TBD</p>

This Page Left Intentionally Blank



April 14, 2026

COMMISSIONERS

Essex County

Hon. Edwin E. Smith, Jr.
Hon. John C. Magruder
(Vice-Chairman)
Hon. J. Calvin Haile
Ms. April Rounds

Town of Tappahannock

Hon. Katherine B. Carlton
Mr. Steve Wright

Gloucester County

Hon. Ashley C. Chriscoe
(Chairman)
Hon. Tony Nicosia
Mr. Chris Renew
Vacant

King and Queen County

Hon. Mark R. Berry
Hon. Marie H. Norman
Ms. Vivian Seay

King William County

Hon. Benjamin Edwards
Hon. Justin Catlett
Mr. Sam Drewry

Town of West Point

Hon. James M. Pruett

Mathews County

Hon. Patrick Beattie
Hon. David Walsh
Mr. Tim Hill

Middlesex County

Hon. Wayne H. Jessie, Sr.
(Treasurer)
Hon. Reggie Williams, Sr.
Ms. Kendall Webre
Mr. Matt Walker

Town of Urbanna

Hon. Dr. William T. Goldsmith

Managing Director

Mr. Lewis L. Lawrence, III

Interim Executive Director

Mr. John B. Edwards, Jr.

Ms. Lauren Stuhldreher
Economic Development Representative for Virginia
Economic Development Administration
U.S. Department of Commerce

Good Morning Lauren,

MPPDC would like to request a deadline extension to December 31, 2026 to complete our CEDS update. With recent staff turnover, the extension is necessary to meet this deliverable requirement.

Here is our work plan to complete the work by the end of the year:

April 2026

- Kickoff; Discuss update schedule and needs with LGA, Local Planners and Commission; launch data refresh; begin resilience inventory.
- Work Product: Outline + data request lists for stakeholders.

May – June 2026

- Workshops with LGA, Local Planners and Update to Commission; update SWOT; draft condensed Summary Background.
- Work Product: Draft SWOT summary page.

July - August 2026

- Set vision/goals; write measurable objectives; Develop Action Plan entries (owners, steps, funding, schedule).
- Work Product: Strategic Direction draft + Action Plan.

September - October 2026

- Release **Draft 2026 CEDS Update**; open **30-day** public comment; host 1–2 public sessions.
- Work Product: Draft report + executive summary.

November - December 2026

- Incorporate comments; presentation to LGA and Local Planners; Commission adoption; publish web package; launch dashboard cadence.
- Work Product: Final 2026 CEDS Update + posting & annual reporting calendar.

I appreciate your consideration of this request.

Sincerely,

John B. Edwards, Jr.
Interim Executive Director

HUB 33

P.O. Box 399 Shacklefords, VA 23156 ♦ 4521 Lewis B. Puller Memorial Highway Mattaponi, VA 23110
(Phone) 804 785-8100 ♦ (Email) pdinfo@mppdc.com
<https://www.mppdc.com>