



A-NPDC

ACCOMACK-NORTHAMPTON PLANNING DISTRICT COMMISSION

PO Box 417 • 23372 FRONT STREET • ACCOMAC, VIRGINIA 23301

(757) 787-2936 • TOLL FREE (866) 787-3001 • FAX (757) 787-4221

WEBSITE: www.a-npdc.org

Eastern Shore Regional Navigable Waterways Committee

Meeting Agenda

April 17, 2025 3:00 p.m.

*Enterprise Building (A-NPDC)
23372 Front Street, Accomac, VA 23301*

The Eastern Shore of Virginia Regional Navigable Waterways Committee (Navigable Waterways Committee) is a bi-county committee formed in 2015 to study and plan for navigable waterway needs. The Committee shall study and advise their respective Boards on the condition and status of all navigable waterways, list and prioritize the Shore's water navigation needs, and provide possible solutions to water transport needs. The Committee is staffed by the A-NPDC to ensure regional management approach. The Committee also works closely with the United States Army Corps of Engineers to facilitate clear communication of our dredging and waterway needs.

Virtual Attendance:

For Joining via Computer:

1. Click this link: <https://us06web.zoom.us/j/7577872936?pwd=QTNJdmhCc3pWdVNUZ0ZWYnVjdWpWUT09>
2. If prompted, enter the Meeting ID: 7577872936
3. If prompted, enter the Passcode: 7577872936



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Meeting Agenda

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11. Attachments

12. Schedule Next Meeting (Thursday June 19 @ 3pm; Enterprise Building 23372 Front Street, Accomac, VA 23301)
13. Adjourn



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MEMORANDUM

TO: Eastern Shore Regional Navigable Waterways Committee

FROM: Kellen J. Singleton
Interdisciplinary Planner
Accomack-Northampton Planning District Commission

DATE: April 17, 2025

SUBJECT: **Committee Attendance Record**

Committee Attendance Record

The FY2024 Committee Attendance Records are attached.



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ATTENDANCE RECORD

FY2025

Members	Term Exp.	06/2024	10/2024	01/2025	04/2025
<u>Accomack County</u>					
Donald Hart	6/30/2025	x	x	x	
William J. "Billy" Tarr	6/30/2025	x	x		
John Tavolaro	6/30/2027	x	x	x	
George "Danny" Bowden	6/30/2027	x	x		
Brenden Kettner	6/30/2026		x		
<u>Northampton County</u>					
John Coker	6/8/2027	x	x		
Dixon Leatherbury	6/8/2027				
J.T. Holland	6/8/2027	x	x	x	
Andy Dunton, Chair	6/8/2027	x	x	x	
Robert Harris	6/8/2027	x	x	x	
<u>Non-Voting Ex-Officio Members</u>					
Kellen Singleton	N/A	x	x	x	
Vacant					
- Not a Member			X Member Present		
* No Meeting Held			NA Not Applicable		
() Alternate Present					



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MEMORANDUM

TO: Eastern Shore Regional Navigable Waterways Committee

FROM: Kellen J. Singleton
Interdisciplinary Planner
Accomack-Northampton Planning District Commission

DATE: April 17, 2025

SUBJECT: **January 30, 2025 Meeting Minutes**

Please see the attached October 17, 2024 and January 30, 2025 Meeting Minutes for approval.

Approval from the Eastern Shore Regional Navigable Waterways Committee is requested to accept the Meeting Minutes.



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Eastern Shore Regional Navigable Waterways Committee

Meeting Minutes

October 17, 2024

A meeting of the Eastern Shore Regional Navigable Waterways Committee was held on October 17, 2024, at 3:00 p.m. at the Enterprise Building, A-NPDC, 23372 Front Street; Accomack, Virginia 23301.

Members Present:

Donald Hart, Accomack
William "Billy Joe" Tarr, Accomack
John Tavoraro, Accomack
George "Danny" Bowden, Accomack
Brenden Kettner, Accomack
John Coker, Northampton
J. T. Holland, Northampton*
Robert Harris, Northampton
Andy Dunton, Northampton, Chairman

Members Absent:

Dixon Leatherbury, Northampton

Others Present:

Kellen Singleton, A-NPDC
Faith Lewis, A-NPDC
Cameron Evans, Tangier
Edward Winslow, Kilmon Cove
Rachel Harley, Rocket Lab
Ira Brotman, Moffatt & Nichol*
Jennifer Goodrum, Rocket Lab*
Joe McMahon, USACE*
Albert Grimes, USCG*
Don Smith*

* Participated via Zoom/Phone

1. Call to Order

Chairman Dunton called the October 17, 2024 meeting to order at 3:03 p.m.

2. Public Participation

There was no public participation. Chairman Dunton noted the importance of continuing to engage with the community for feedback and input on local waterway projects.



3. Committee Attendance Record

The committee reviewed the FY2025 attendance record. Mem. Tavolaro motioned to adopt the attendance record, seconded by Mem. Tarr. The motion carried unanimously.

4. June 20, 2024 Meeting Minutes

Adoption of the June 20, 2024 minutes was requested. It was noted that Kenneth Osmolenski attended the June Quarterly Meeting rather Edward Winslow as recorded.

Mem. Coker made the motion to adopt the June 2024 minutes with correction noted, seconded by Mem. Bowden, the motion was carried.

5. ESRNWC Projects Financial Status Report

Staff presented the Financial Status Report as of October 17, 2024. The following was noted: The VPA Balance for Kings Creek as of October 17, 2024 is \$993,058.92, Nassawadox Creek: \$2,205,933.72, Folly Creek: \$102,680.94, and Red Bank Creek: \$99,506.53.

Committee members acknowledged the report and thanked staff for maintaining clear and transparent financial oversight.

6. October 17, 2024 Staff Report

Staff and Mr. Ira Brotman, PE, updated the committee on Kings Creek - Phase 2, Nassawadox Creek - Phase 1B, Nassawadox Creek - Phase 2, Folly Creek - Phase 1B, Red Bank Creek - Phase 1B, the Eastern Shore Dredge Material Management Initiative, the September 3rd USACE held public informational meeting in Saxis on the Pocomoke Sound Oyster Restoration initiative, the September 30th Chesapeake Bay Foundation (CBF) and the Community of Tangier Island hosted resilience and adaptation discussion, as well as the ongoing esvawaterways.com website reboot effort.

VMRC staff expressed continued opposition to the Nassawadox Creek nearshore berm disposal plan. Alternative strategies, including upland placement and collaboration with Tangier Island for beneficial use, were discussed. Staff has requested a public hearing of the issue at the next subsequent VMRC Board meeting. Staff is preparing a case to present at the December VMRC board commission meeting.

Folly Creek permitting efforts are advancing, with survey data being finalized. A timber mat layout to minimize wetland impacts is proposed. Staff is working to identify upland placement sites with current efforts prioritizing contractor sourced material disposal.



Collaboration continues with environmental groups to integrate dredged material into migratory bird habitat restoration concerning the Red Bank Creek project and efforts to develop a beneficial use approach to sustain nearby coastal bird habitats.

Mem. Holland thanked staff for the thorough updates and emphasized the need for timely action to resolve material management challenges.

7. Rocket Lab Neutron Rocket Launch at Wallops Island – Dredging Needs

Staff introduced the upcoming launch of Rocket Lab's Neutron Rocket at Wallops Island, scheduled for 2025. Rachel Harley and Jennifer Goodrum, representatives from Rocket Lab, outlined the critical need for dredging and dock improvements to accommodate the marine transport of rocket components, which are too large for road, rail, or air transport, with a diameter of 25 feet. The Mid-Atlantic Regional Spaceport (MARS) dock was identified as the most viable offloading site; however, it requires significant dredging to support large vessels.

Ms. Harley emphasized the urgency of completing the dredging and infrastructure improvements by mid-2025 to meet the launch timeline and noted potential regulatory and seasonal restrictions that could delay progress. She highlighted the project's economic and strategic benefits, including job creation, increased regional visibility in the aerospace industry, and greater demand for local services. Coordination with federal agencies such as the VPA, USACE, and VMRC, as well as local stakeholders, will be essential to minimize disruptions and advance the project efficiently.

The committee acknowledged the importance of the project and tasked staff with engaging Rocket Lab representatives to refine dredging plans and explore beneficial opportunities. Staff will also initiate discussions with stakeholders to address permitting requirements.

8. Nassawadox Creek Phase 1A/B – Kilmon Cove

Edward Winslow, Kilmon Cove Dredging Committee Co-Chair spoke to the Committee concerning the interim efforts of Killmon Cove residents to address the area's limited waterway access. Residents are concerned about the long-term environmental damage to Kilmon Cove due to sediment buildup at the entrance to the cove. This buildup of material at the entrance has reduced salt water flow entering and exiting the cove thereby severely impacting fish, wildlife and native vegetation in the cove as well as significantly impacting waterway navigability.

Mr. Winslow thanked staff and members for their ongoing assistance requesting the committee to include Kilmon Cove as part of the upcoming Nassawadox Creek dredging project. Chmn. Dunton expressed the committee's shared concern and willingness to technically aid and coordinate with the group and affected residents also noting that the current project scope as designed and budgeted does not comprise of the Kilmon Cove area.



9. Nassawadox Creek Phase 1B – Material Management Plan

Staff updated the committee on challenges with the material management plan for Nassawadox Creek Phase 1B. VMRC and VIMS continue to oppose the proposed nearshore berm placement, citing sediment quality concerns and classifying it as typical overboard disposal rather than beneficial use. Staff presented alternative options, including upland placement, which is more permissible but nearly doubles project costs, and potential collaboration with Tangier Island for shoreline restoration, which has strong local support but requires further logistical planning.

To address these challenges, the committee emphasized the need to build a strong case for the December VMRC commission hearing. Key arguments will highlight the project's public interest benefits, such as improved navigation, safety, and economic impacts, while addressing environmental concerns. Mem. Harris motioned to proceed with the current nearshore berm strategy while preparing additional evidence and arguments for the hearing. Mem. Tarr seconded, and the motion carried unanimously. Staff was tasked with compiling sediment data, strengthening public interest arguments, and assessing feasible alternatives.

Vice Mayor Cameron Evans of Tangier Island emphasized the island's urgent need for dredged material to support shoreline protection. He expressed community support for collaboration with ESRNWC and outlined the island's ongoing efforts to secure additional funding for land restoration.

The committee expressed support for Tangier Island and committed to maintaining ongoing communication.

10. Folly Creek Phase 1B

Staff provided an update on Folly Creek Phase 1B, detailing the proposed layout for transfer sites as developed in collaboration with the contractor. The plan includes the use of timber mats to minimize wetland impacts during dredging and sediment transfer operations, ensuring environmental compliance while maintaining project efficiency. Staff also highlighted the contractor's experience with similar small-scale dredging projects and noted that survey data would guide final placement decisions to reduce potential disruptions to the area.

Mem. Coker motioned to proceed with the Folly Creek project as proposed, with Mem. Bowden seconding the motion. The motion was carried unanimously.

11. USACE Presentation on Tangier Island Beneficial Use Project

Joe McMahon, Operations Project Manager at the USACE Norfolk District, delivered a presentation on the Tangier Federal Navigation Project, highlighting its historical significance since its authorization in 1919 and its critical role as a subsistence harbor for Tangier Island. He outlined



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recent funding allocations from FY22 and ongoing efforts to evaluate beneficial use alternatives for dredged material. Plans include using sediment for shoreline stabilization and habitat restoration, which align with regional sediment management strategies and federal goals to enhance ecological resilience.

Mr. McMahon provided an overview of next steps, including stakeholder engagement, permitting processes, and leveraging partnerships with local and state agencies to ensure long-term success. He emphasized the importance of collaboration to achieve sustainable navigation and environmental outcomes. The committee expressed gratitude for his insights and recognized the relevance of his approach to their own material management challenges.

12. Norfolk District Update for the ESRNWC – 10/17/24

The Norfolk District Update for the ESRNWC was presented to the committee by staff. There was no discussion.

13. Next Meeting

The next meeting is scheduled for January 16, 2025 at 3:00 p.m. at the A-NPDC, 23372 Front Street, Accomac, Virginia 23301.

14. Adjournment

Mem. Tarr made the motion to adjourn. Seconded by Mem. Holland, the motion was carried unanimously.

The meeting was adjourned at 5:09 p.m.

Andy Dunton, Chairman

Kellen Singleton, Secretary



Eastern Shore Regional Navigable Waterways Committee

Meeting Minutes

January 30, 2024

A meeting of the Eastern Shore Regional Navigable Waterways Committee was held on January 30, 2024, at 3:00 p.m. at the Enterprise Building, A-NPDC, 23372 Front Street; Accomack, Virginia 23301.

Members Present:

Donald Hart, Accomack
John Tavoraro, Accomack
J. T. Holland, Northampton
Robert Harris, Northampton
Andy Dunton, Northampton, Chairman

Members Absent:

Dixon Leatherbury, Northampton
William "Billy Joe" Tarr, Accomack
George "Danny" Bowden, Accomack
Brenden Kettner, Accomack
John Coker, Northampton

Others Present:

Kellen Singleton, A-NPDC
Elaine Meil, A-NPDC
Bill Parr, Northampton County
Tom Burkett, VCR-LTER
LCDR Justin Strassfield, USCG Sector VA
CPO Adam Season, USCG Chincoteague
CPO Amanda Monroe, USCG Wachapreague
CWO-4 Jason Brisson, USCG Sector VA
Ira Brotman, Moffatt & Nichol*
Edward Winslow, Kilmon Cove*
Don Smith, Kilmon Cove*
Anna Johnson, BayLand, Inc.*

*Participated via Zoom/Phone

1. Call to Order

Chairman Dunton called the January 30, 2024 meeting to order at 3:02 PM and welcomed members, guests, and representatives from the United States Coast Guard (USCG) in attendance.



2. Public Participation

During the public comment period, staff read aloud a written comment submitted earlier that morning by former ESRNWC Chairman John Joeckel. Mr. Joeckel expressed serious concerns regarding the lack of response from the USCG to multiple letters submitted in 2023 and 2024, including his own and one from Accomack County Administrator Mike Mason, regarding inadequate Aids to Navigation (ATONs) at Wachapreague Inlet. Mr. Joeckel asserted that these communications have gone unanswered, representing a significant failure in public safety response. He urged the Committee to formally address the USCG's lack of communication and presence at ESRNWC meetings, noting the original intent of the bi-county Committee was to address Coast Guard-related navigation concerns, per the joint resolution adopted by both counties. Mr. Joeckel requested the Accomack County Board of Supervisors issue a formal invitation to the Commanding Officer of Sector Virginia to attend a future meeting and provide accountability on these issues.

In-person public comments followed. Mr. Parr spoke about his concerns over inconsistencies and delays in Coast Guard ATON maintenance, citing safety risks for the working waterfront community. Mr. Burkett echoed these concerns and supported the idea of developing a local, standardized PATON (Private Aids to Navigation) policy that could be adopted by both counties to provide consistency and ease of collaboration with the USCG.

LCDR Strassfield, CPO Season, CPO Monroe, CWO-4 Brisson were present to respond to committee and public concerns. Coast Guardsmen in attendance expressed appreciation for Chmn. Dunton's and the Eastern Shore community's continued engagement and recognized regional concerns to the issue. Discussion topics included: (1) Recent removal of USCG-maintained ATONs in local waterways, particularly Nassawadox, Wachapreague, and Oyster Creek. (2) USCG protocols for evaluating and removing federal ATONs, with criteria based on usage data as well as channel and ATON conditions. (3) Clarification of the process for proposing and installing PATONs. (4) Emphasis on public safety and federal limitations for maintaining aids in certain waterways. (5) Encouragement for local governments to take responsibility for PATONs where federal support is withdrawn.

Discussion was held regarding opportunities for improved coordination on PATON registration and channel marking. CPO Monroe of USCG Station Wachapreague acknowledged the concerns raised by Mr. Joeckel and others, expressing willingness to work more closely with localities on reporting and updating ATONs status and the USCG staff recruitment efforts - that remain a national challenge. CWO4 Brisson suggested that regional standards for PATON installation and maintenance could be mutually beneficial, especially if coordinated through a single point of contact such as the ESRNWC. Committee members emphasized the importance of continued collaboration and improved communication between USCG and the public, particularly when decisions impact working waterfronts. Committee members expressed appreciation for the Coast Guard's presence and suggested a collaborative approach moving forward.



3. Committee Attendance Record

The Committee reviewed the FY2025 Attendance Record. Chairman Dunton thanked members for their continued commitment to the Committee's work and acknowledged that schedule conflicts occasionally arise. Provisional consensus to adopt was made pending proper ratification.

4. October 17, 2024 Meeting Minutes

The October 17, 2024 minutes were presented. A minor correction was noted—Item 8 referred to "Mr. Kilmon," which should have identified "Mr. Winslow" instead. With that correction, a provisional consensus to adopt was made pending proper ratification.

5. ESRNWC Projects Financial Status Report

Staff presented the financial status of ongoing ESRNWC projects as of December 31, 2024. The following balances were reported: Kings Creek – \$993,144.77; Nassawadox Creek – \$2,189,708.36; Folly Creek – \$68,467.37; and Red Bank Creek – \$93,046.30. Staff noted that due to cost savings on the recently completed Kings Creek Phase 2 project, significant funds remain available. Staff plans to request VPA authorization to reallocate remaining funds to the Nassawadox Creek project due to unexpected cost increases related to the upland disposal plan at Tangier Island.

6. January 30, 2024 Staff Report

Staff provided updates on active and upcoming projects:

Kings Creek (Phase 2): Construction concluded November 2, 2023. A total of 22,888 CY of material was removed and beneficially reused at the Cape Charles beach. Final demobilization was completed by Michel's Construction, with \$993,144.77 remaining in the project budget.

Nassawadox Creek (Phase 1B): Staff provided a comprehensive update on recent developments. At its January 28, 2025 meeting, the Virginia Marine Resources Commission (VMRC) reviewed and denied the permit application submitted for the Nassawadox Creek dredging project, which proposed installation of six Aids to Navigation and overboard disposal of ~24,200 cubic yards of dredged material into the Chesapeake Bay.

Testimony in support of the project was provided by ANPDC staff and ESRNWC Chair Andy Dunton. However, the Commission cited adverse environmental impacts from overboard disposal and the project's failure to adequately consider upland or beneficial use alternatives, including use at Tangier Island. The application must also address impacts to submerged aquatic



vegetation (SAV) using the VIMS 2019–2023 SAV composite layer. This shift significantly increases project costs due to the need for barge and truck transportation. Staff will coordinate with project partners to evaluate next steps and address VMRC's concerns in any resubmission. ANPDC staff will also coordinate with a Task Force of committee members to advise and develop the Tangier upland disposal effort. Ms. Johnson updated the group on National Fish and Wildlife Foundation National Coastal Resilience Funding for the Tangier Island Assessment and Adaptation Plan and offered assistance with the upland disposal effort.

Folly Creek (Phase 1B): A draft JPA was completed, including sediment data, a draft DMMP, and permit figures. Staff requested the Committee's input regarding contractor-supplied upland placement options and site verification. Preparation for Phase 2 and funding applications was underway.

Red Bank Creek: Staff reported continued collaboration with The Nature Conservancy (TNC) on beneficial reuse opportunities to restore marsh and nesting bird habitat. The Committee discussed the importance of aligning dredging plans with ecological goals and affirmed support for continued coordination with TNC and USACE.

Eastern Shore Dredged Material Management Initiative (VPA FY25): ANPDC staff updated the Committee on collaborative planning efforts with the Middle Peninsula PDC (MPPDC). A draft MOU is under review by MPPDC staff.

7. Folly Creek Phase 1B – Survey and Permits

Staff presented the committee a draft JPA for dredging at Folly Creek including (1) the JPA form, (2) DMMP – specific for Folly, (3) Gradation/Sediment data - limited to the vibracores taken in the area proposed to be dredged area, and (4) Permit Figures. A table of APO's is still needed. Staff requested the committee to review for submission including verification of contractor supplied upland placement. A consensus was made to move forward.

8. FY26 Waterway Maintenance Fund Request

The Committee reviewed staff's proposed participation in the upcoming Virginia Port Authority Waterway Maintenance Fund meeting scheduled for February 13 in Norfolk. The Committee consented to staff submitting two funding-related requests: a recurrent request for \$3.38 million for Phase B of the Folly Creek project, subject to updated cost projections, and the reallocation of the remaining \$993,058.92 from the Kings Creek project to support the Nassawadox Creek project. Staff noted that while the current DMMP cost projections for Nassawadox do not require additional funding, the transfer would support future needs, particularly if alternative disposal options are required.



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9. Norfolk District Update for the ESRNWC – 1/30/25

The Norfolk District Update for the ESRNWC was briefly presented to the committee by staff. There was no discussion.

10. Next Meeting

The next meeting is scheduled for April 17, 2025 at 3:00 p.m. at the A-NPDC, 23372 Front Street, Accomac, Virginia 23301.

11. Adjournment

There being no further business, the meeting was adjourned by Chmn. Dunton at 4:51 PM.

Andy Dunton, Chairman

Kellen Singleton, Secretary



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MEMORANDUM

TO: Eastern Shore Regional Navigable Waterways Committee

FROM: Kellen Singleton
Interdisciplinary Planner
Accomack-Northampton Planning District Commission

DATE: April 17, 2025

SUBJECT: **ESRNWC Projects Budget Report**

Balances as of December 31, 2024			
	Revenues	Expenditures	Balance
Kings Creek	\$ 2,537,670.48		
		\$ (1,544,525.71)	\$ 993,144.77
Nassawadox	\$ 2,362,000.00		
		\$ (180,635.75)	\$ 2,181,364.25
Folly Creek	\$ 203,500.00		
		\$ (137,966.88)	\$ 65,533.12
Red Bank	\$ 222,060.00		
		\$ (131,901.77)	\$ 90,158.23



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MEMORANDUM

TO: Eastern Shore Regional Navigable Waterways Committee

FROM: Kellen J. Singleton
Interdisciplinary Planner
Accomack-Northampton Planning District Commission

DATE: April 17, 2025

SUBJECT: **April 17, 2025 Staff Report**

Project Updates

Kings Creek, Phase 2 [VPA FY22]

- The Kings Creek Phase 2 project construction was completed on schedule November 2, 2023.
- The total material removed was 22,888 cubic yards (22,228 cubic yards payable) that was utilized to restore the Cape Charles Public Beach. Following AD surveys by Michel's Construction, Inc. and Waterway Surveys & Engineering, Ltd.
- Michel's has completed their demobilization from the project site. \$1,389,016.00 was invoiced for the construction.
- \$993,058.92 remain in the Kings Creek project budget (VPA) as of the most recent report.
- Staff has formally requested the transference of the remaining King's Creek, Phase 2 funds to be reallocated to Nassawadox Creek dredging implementation. **Please See: Memo FY26 Waterway Maintenance Fund Request and "Application for FY 26 Virginia Port Authority Waterway Maintenance Fund" (Attached)**

Next Steps:

- Request for VPA WMF fund transference June 2025 determination.
- Administrative close-out.

Nassawadox Creek, Phase 1B [VPA FY22]

- Moffat and Nichol have completed and submitted project JPA, signed off by Northampton County.
- DEQ has provided waiver letter. VMRC has assigned number, #23-2155. Claire Gorman in assignment.
- The USACE has acknowledged receipt, NAO-2007-02923-gdt (07-V0792, 23-V2155) (County of Northampton / Nassawadox Creek Channel Dredge / Northampton). POC is Taylor Hollingsworth
- USACE has found that the current design does not meet the terms and conditions of any General Permit available for use within Virginia. Additional information has been provided for the first step of Individual Permit evaluation which is Corps issuance of a public notice.
- At its January 28, 2025 meeting, the Virginia Marine Resources Commission (VMRC) reviewed and denied the permit application submitted for the Nassawadox Creek dredging project (VMRC #2023-2155), which proposed installation of six Aids to Navigation and overboard berm disposal of ~24,200 cubic yards of dredged material into the Chesapeake Bay.
- Testimony in support of the project was provided by ANPDC staff and ESRNWC Chair Andy Dunton. However, the Commission cited adverse environmental impacts from overboard berm



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disposal and the project's failure to adequately consider upland or beneficial use alternatives, including use at Tangier Island. The application must also address impacts to submerged aquatic vegetation (SAV) using the VIMS 2019–2023 SAV composite layer. This shift significantly increases project costs due to the need for barge and truck transportation.

- Updated total costs estimates for the Tangier Upland Disposal are \$4.191M. Please See Memo: **FY26 Waterway Maintenance Fund Request and “Application for FY 26 Virginia Port Authority Waterway Maintenance Fund” (Attached)**

Next Steps:

- Staff will address and coordinate with the Tangier Island Town Council at their April 15, 6 PM Town Council Meeting concerning the upland disposal plan.
- A pre-application meeting with VMRC, VIMS, USACE, and DEQ staff is being coordinated the week of Monday, April 28 to discuss potential dredge material transport and disposal site surveying, selection, and logistics.

Nassawadox Creek, Phase 2 [VPA FY24*]

- Awarded \$2.15M* from VPA WMF FY24*

Next Steps:

- Complete Phase 1B
- Begin developing scope and RFP for Phase 2

Folly Creek, Phase 1B [VPA FY22]

- A draft JPA for dredging at Folly Creek has been finalized which includes (1) the JPA form, (2) DMMP – specific for Folly, (3) Gradation/Sediment data - limited to the vibracores taken in the area proposed to be dredged area, and (4) Permit Figures
- Please See Memo: **Folly Creek Phase 1B – Survey and Permits**

Next Steps:

- Provide table of APOs.
- Verify direction to prepare permit for mechanical dredge, with contractor supplied upland placement site.
- Procure funding for Phase 2.

Red Bank Creek, Phase 1B [VPA FY22]

- Discussions ongoing with Alexandra Wilke, Coastal Scientist, Virginia Coast Reserve TNC regarding collaboration to beneficially utilize materials in habitat build-up for migratory nesting birds.

Next Steps:

- GET will perform vibracores pending APO interest.

Eastern Shore Dredge Material Management Initiative [VPA FY25]

- On April 30, 2024 the VPA authorized \$3,048,500 in Waterway Maintenance Grant Funding (FY25) to the Middle Peninsula Chesapeake Bay Public Access Authority for planning efforts to advance the Middle Peninsula Planning District Commission and Accomack-Northampton Planning District Commission’s Dredge Material Management Initiative.
- On July 30 Staff met with Mem. Tavolaro to initiate drafting of Project Management Plan
- On November 14 staff was informed that the MPPDC and VPA had finalized MOU language and were under contract.



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- As part dredged material management initiative a virtual pre-application meeting to review suggested potential placement areas of dredged material at Tangier was held on December 18, 2024. Through future shallow draft dredging projects, there may be an opportunity to assist Tangier's desire for dredged material to eventually be used beneficially. In attendance were staff and representatives from VMRC, VIMS, Moffat and Nichol, and the A-NPDC.
- A service agreement being worked on between MPPDC and A-NPDC. A draft agreement is under review by the MPPDC Executive Director (Attached).

Next Steps:

- Complete Project Management Plan following MPPDC-ANPDC service agreement.

Other:

- **The Rocket Lab Neutron Rocket Launch at Wallops Island** is moving forward. On March 28 US Congressional staff, Virginia General Assembly members, and state agency staff met for a project update from the Virginia Port Authority and Rocket Lab. The Virginia Port Authority-Rocket Lab requests authorization to dredge the approximately 5,300 foot long and varying width Sloop Gut Channel to a maximum depth of minus 7-feet below mean lower low water and would result in the removal of approximately 59,042 cubic yards (633,356 square feet) of dredged material. Analysis of vibracore samples showed that the material consists of more than 20% fine material as well as elevated levels of total petroleum hydrocarbons. The dredged material is planned to be transported via barge to Weanack Land LLC in Charles City County, Virginia, for disposal at their approved upland Dredge Material Management Area, and/or an approved upland facility. At the recommendation of Delegate Bloxom, the VPA and the Town of Chincoteague will explore the viability of disposing of uncontaminated material at the Chincoteague dredge material disposal site. The estimated Completion of the effort is Q3 or Q4 of 2025. On April 9, 2025 USACE issued a Web Public Notice: [NAO-2024-02948 \(Sloop Gut Dredging, Accomack County, Virginia\)](#). The dredged channel will allow for a delivery sequence of overweight rocket components on barges and tug vessels.
- **Cape Henry Federal Navigation Channel Maintenance Dredging:** The USACE, Baltimore District is planning to maintenance dredge portions of the Cape Henry Channel to a depth of 50 feet mean lower low water (MLLW) plus one foot of allowable overdepth. The Cape Henry Channel is located in the Virginia portion of the Baltimore Harbor Anchorages and Channels (BHAC) Federal Navigation Project, Maryland and Virginia 50-Foot Project, which was authorized by Section 101 of the River and Harbor Act dated December 31, 1970, as amended. The Cape Henry Channel is authorized to a depth of 50 feet MLLW, a width of 1,000 feet, and a length of approximately 4.7 miles. A condition survey of the Cape Henry Channel will be conducted prior to the FY26 maintenance dredging event to determine the dredge locations within the channel. Based on past condition surveys of the Cape Henry Channel, shoaling typically occurs from channel stations - 4+000 to 29+000. To minimize adverse effects to listed species including sea turtles and Atlantic sturgeon, dredging in the Cape Henry Channel will be performed between November 15, 2025, and April 15, 2026.
- **US Coast Guard Proposed Changes Marking Metompkin Channel** have been posted in a Fifth District Broadcast/Local Notice to Mariners. A significant number of daybeacons and buoys are planned to be removed from the Metompkin Channel. Interested Mariners and other stakeholders are



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strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at: D05_LNM_Special_Notice_Waterway_Proposal_Feedback_Form_Indefinite.pdf (uscg.gov) All comments will be carefully considered and are requested prior to May 12, 2025 to be considered in the analysis. Refer to project number 05-25-017(D) Please See Memo: **Fifth District Broadcast/Local Notice to Mariners.**

Project Check-Ins

1. Red Bank/Nassawadox/Folly Project Check ins: first Wednesdays of the month at 3PM
2. HOW TO JOIN (same for both project check ins & same each month)

- **Join Zoom Meeting**

<https://us06web.zoom.us/j/89457025520?pwd=Q1ErS0xVQ2R4L1BSL0JqQnBmVDBmUT09>

Meeting ID: 894 5702 5520

Passcode: 7577872936

Call In to Zoom Meeting

Call: 1-646-558-8656

Upon prompt, enter Meeting ID: 89457025520#

Upon prompt, enter Passcode: *757



MEMORANDUM

TO: Eastern Shore Regional Navigable Waterways Committee

FROM: Kellen J. Singleton
Interdisciplinary Planner
Accomack-Northampton Planning District Commission

DATE: April 17, 2025

SUBJECT: **Nassawadox Creek Phase 1B – Material Management Plan**

JPA Submittal – Nearshore Berm and VMRC Hearing

- At its January 28, 2025 meeting, the Virginia Marine Resources Commission (VMRC) reviewed and denied the permit application submitted for the Nassawadox Creek dredging project (VMRC #2023-2155), which proposed installation of six Aids to Navigation and overboard berm disposal of ~24,200 cubic yards of dredged material into the Chesapeake Bay.
- Testimony in support of the project was provided by ANPDC staff and ESRNWC Chair Andy Dunton. However, the Commission cited adverse environmental impacts from overboard berm disposal and the project's failure to adequately consider upland or beneficial use alternatives, including use at Tangier Island. The application must also address impacts to submerged aquatic vegetation (SAV) using the VIMS 2019–2023 SAV composite layer. This shift significantly increases project costs due to the need for barge and truck transportation. Please see the attachment regarding VMRC #2023-2155 County of Northampton
- Updated total costs estimates for the Tangier Upland Disposal are \$4.191M. Please See: **“Application for FY 26 Virginia Port Authority Waterway Maintenance Fund” (Attached)**

Tangier Upland Dredge Material Placement

- Tangier Island officials working with staff and project engineers have identified four potential upland sites that were presented and reviewed by VIMS, VMRC, and USACE staff in a December 18, 2024 Pre-Application meeting as part of an effort to identify sustainable dredge material management solutions for the region.
- ANPDC staff and project engineers are in process of revising the current permit application to reflect an upland disposal effort on the island. The revised material management plan now prioritizes transporting dredged material by barge for beneficial use placement at Tangier Island.
- The decision to relocate material to Tangier Island upland placement sites ensures compliance with state and federal regulatory frameworks with total estimated project cost to \$4.191 million.
- Staff will address and coordinate with the Tangier Island Town Council at their April 15, 6 PM Town Council Meeting concerning the upland disposal plan.
- A pre-application meeting with VMRC, VIMS, USACE, and DEQ staff is being coordinated the week of Monday, April 28 to discuss potential dredge material transport and disposal site surveying, selection, and logistics.



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COMMONWEALTH of VIRGINIA

Marine Resources Commission

380 Fenwick Road

Building 96

Fort Monroe, VA 23651

Jamie L. Green
Commissioner

dJanuary 31, 2025

Charles Kolakowski
c/o Ira Brotman
101 West Main Street, Suite 3000
Norfolk VA 23510
ibrotman@moftattnichol.com
ckolakowski@co.northampton.va.us

Re: VMRC #2023-2155

Dear Mr. Kolakowski:

This is to inform you that the Marine Resources Commission, at its regularly scheduled meeting on January 28, 2025, considered an application requesting authorization to install six (6) Aids to Navigation buoys and to dredge approximately 24,200 cubic yards of submerged bottom material at the confluence of Nassawadox Creek with overboard disposal into the Chesapeake Bay southwest of Nassawadox Point in Northampton County.

The Commission reviewed a presentation provided by staff, all documents in the official record, and heard testimony from Kellen Singleton, with the Eastern Shore Planning District Commission and from Andy Dunton with the Eastern Shore Regional Navigable Waterways Committee, in support of the project. After careful consideration of all testimony and of the factors in §28.2-1205 of the Code of Virginia, the Commission voted unanimously to deny the project. The Commission's decision was based on a finding that overboard disposal results in adverse environmental impacts to marine resources, including the subaqueous habitats that support commercial and recreational fisheries, and that the project had failed to properly consider upland disposal and beneficial use alternatives. The Commission agreed with the staff's recommendation that any new application must include in your alternatives analysis the potential for beneficial use of the dredge material at Tangier Island. Further, the application must identify current impacts on submerged aquatic vegetation (SAV) based on the VIMS 2019 -2023 SAV 5-year composite layer.

An Agency of the Natural and Historic Resources Secretariat

www.mrc.virginia.gov

Telephone (757) 247-2200 Information and Emergency Hotline 1-800-541-4646



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Mr. Charles Kolakowski
Page Two

January 31, 2025
VMRC #2023-2155

Please be advised that any person aggrieved by a decision of the Marine Resources Commission has the right of judicial review. Part 2A of the Rules of the Supreme Court of Virginia applies to judicial appeal of Commission decisions reviewable in accordance with the Administrative Process Act. As provided by Rule 2A:2, you have 30 days from the date of service of this decision within which to initiate an appeal of this decision by filing a Notice of Appeal with:

Ms. Michelle Guilford, Agency Secretary
Virginia Marine Resources Commission
Building 96
380 Fenwick Road
Fort Monroe, Virginia 23651

In the event that this decision is served on you by mail, three days are added to the 30-day period.

Should you have any questions concerning this matter, please feel free to contact Claire Gorman of my staff at (757) 247-2285 or via email at claire.gorman@mrc.virginia.gov.

Sincerely,

Randal D. Owen

Randal D. Owen
Chief, Habitat Management Division

RDO/cg; pj

HM

cc: Mr. Jamie Green, Commissioner
Ms. Kelci Block, Assistant Attorney General
Kellen Singleton
Andy Dunton



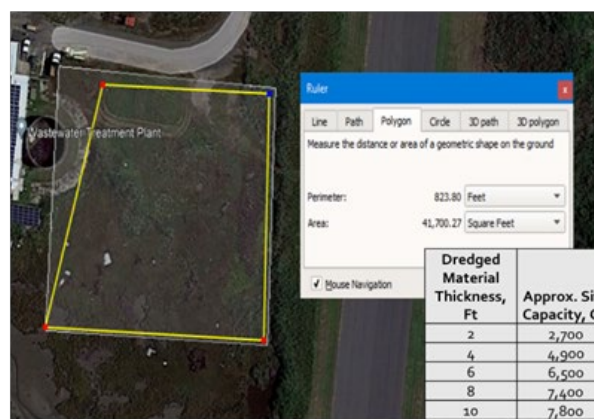
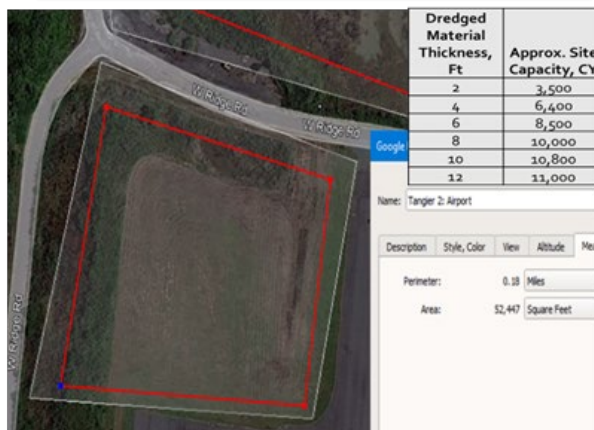
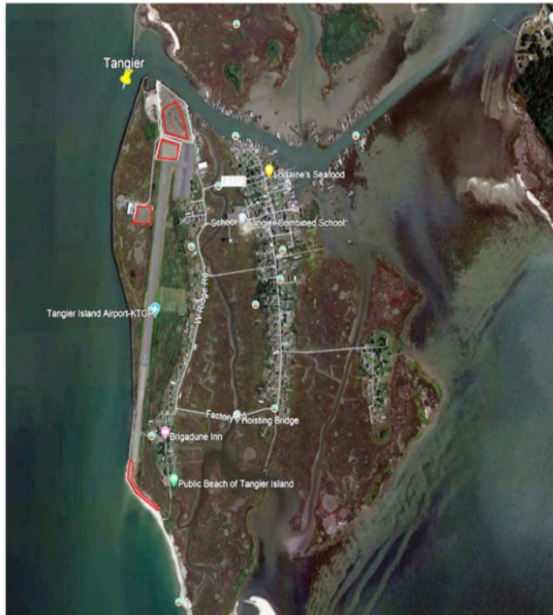
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Nassawadox Creek Dredging & Tangier Disposal – Northampton

Approximate Project Costs

Nassawadox Creek Dredging & Tangier Disposal – Northampton Approximate Project Costs: To be determined by contract negotiations with the Prime Contractor	
<u>Dredging Activity</u>	<u>Cost Estimate</u>
Mobilization/Demobilization	\$679,199
Unit Cost • 6' MLW + 1-foot allowable over depth (24,200 CY)	\$72 per cubic yard = \$1,745,776
Truck Mobilization	\$109,256
Truck Haul	\$406,832
Subtotal	\$2,941,063
Contingency (25%)	\$735,266
Construction Subtotal	\$3,676,328
Permitting, Engineering, and Design (8%)	\$294,106
Project Planning & Administration (6%)	\$220,580
TOTAL	\$4.191M

The total estimated cost for the Nassawadox Creek Dredging & Tangier Upland Disposal Project is \$4.191 million, accounting for all necessary activities, contingencies, and administrative requirements. The project begins with mobilization and demobilization, which is projected to cost \$679,199, ensuring that equipment and resources are properly deployed and removed upon project completion. The dredging itself will involve the removal of 24,200 cubic yards (CY) of material, at a unit cost of \$72 per CY, amounting to \$1,745,776.

To facilitate the upland placement of dredged material at Tangier Island, additional transportation logistics are required. Truck mobilization costs are estimated at \$109,256, with truck hauling expenses projected at \$406,832, bringing the subtotal for direct dredging and transport activities to \$2,941,063. Given the complexity of the operation—particularly barge transport, offloading, and site preparation—a 25% contingency has been allocated, totaling \$735,266, to address unforeseen conditions and ensure flexibility in execution. This brings the construction subtotal to \$3,676,328.

Beyond construction, permitting, engineering, and design costs are projected at \$294,106 (8% of the total budget), covering essential planning, regulatory compliance, and technical assessments. Additionally, project planning and administration costs have been allocated at \$220,580 (6% of the total budget) to ensure effective coordination, oversight, and fiscal management throughout the project's duration. Altogether, these components bring the total estimated project cost to \$4.191 million.



MEMORANDUM

TO: Eastern Shore Regional Navigable Waterways Committee

FROM: Kellen J. Singleton
Interdisciplinary Planner
Accomack-Northampton Planning District Commission

DATE: April 17, 2025

SUBJECT: **FY26 Waterway Maintenance Fund Request**

FY26 WMF Requests and Overview

- Due to an emergency request made to the VPA board by Middlesex County and the Middle Peninsula PDC of \$2,372,526 in Waterway Maintenance Funds to address the urgent dredging needs of Broad Creek (approved in late January) the amount available for the FY26 round of WMF was significantly lowered to approximately \$1.6M. Middlesex County and the MPPDC had a Virginia Department of Conservation and Recreation grant through the Virginia Community Preparedness Fund, \$336,000, which was set to expire in February 2025, before the normal WMF application round, tied to the project. The delay would have resulted in a loss of DCR grant funds. Please see: **Virginia Port Authority Resolution 25-05** below.
- On Thursday, February 13, 2025 beginning at 1:00 p.m., the Virginia Port Authority hosted a meeting for localities to present new project requests and/or provide updates on existing projects under the Waterway Maintenance Fund Program. A written Accomack-Northampton Planning District Commission Application for FY 26 Virginia Port Authority Waterway Maintenance Fund was provided to VPA staff on March 1. Please See: **“Application for FY 26 Virginia Port Authority Waterway Maintenance Fund”** (Attached)
- Staff has formally requested the transference of the remaining King’s Creek, Phase 2 funds to be reallocated to Nassawadox Creek dredging implementation and \$1,100,000.00 in funding to fully implement the completion of the Nassawadox Creek Dredging & Tangier Upland Disposal Project. Staff provided a statement of need and urgency, total project cost, timeline and phases of project, feasibility of the proposed planning and/or dredging project, status of any necessary permits, the adequacy of the applicant’s project management, the potential beneficial use of dredged materials for the purpose of mitigation of coastal erosion, flooding or other purposes, potential beneficial impact to the community, and total amount of funding being requested.
- Staff made two requests:
 1. The transference of the remaining \$993,058.92 balance of the Kings Creek project budget (VPA) as of the most recent report to the Nassawadox Creek project.
 2. An additional \$1.1M to meet updated Tangier Upland Disposal cost estimates. Please See: **Nassawadox Creek Dredging & Tangier Disposal – Northampton Approximate Project Costs**



**VIRGINIA PORT AUTHORITY
RESOLUTION 25-05**

**A RESOLUTION AUTHORIZING WATERWAY MAINTENANCE GRANT FUNDING (FY26) TO
MIDDLESEX COUNTY**

WHEREAS, in 2018, the Virginia General Assembly established the Virginia Waterway Maintenance Grant Program, to be administered by the Virginia Port Authority (the "Authority"), in order to support shallow draft dredging projects throughout the Commonwealth; and

WHEREAS, on July 24, 2018 the Board of Commissioners of the Authority adopted guidelines administering the Virginia Waterway Maintenance Grant Program (the "Policy") in accordance with Virginia Code Section 62.1-132.3:4; and

WHEREAS, in accordance with the Policy, Section II.A.8, Middlesex County has submitted a statement declaring the need for urgent funds and why the regular schedule for review set forth in the Policy could not be met based on the statement provided below:

Broad Creek supports a variety of maritime activities to include specialized and general vessel repair, storage, manufacturing, commercial and military contracts, and commercial seafood landings. The channel shoaling of Broad Creek, which was last dredged in 2010, has accelerated rapidly over the last six to eight months, causing a marked increase in vessels running aground which has resulted in the U.S. Coast Guard issuing warnings to mariners navigating this channel. Middlesex County is requesting Two Million, Three Hundred Seventy Two Thousand, Five Hundred and Twenty-Six Dollars and 00/100 (\$2,372,526) in Waterway Maintenance Funds to address the urgent dredging needs of Broad Creek. In addition, the County will provide funding to assist with the channel dredging in the amount of \$386,074. This funding is a combination of County funds (\$50,074) and grant funds provided by the Virginia Department of Conservation and Recreation through the Virginia Community Preparedness Fund (\$336,000) which is set to expire in February 2025.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE VIRGINIA PORT AUTHORITY, that the requested Waterway Maintenance Grant Program funding, in the amount of Two Million, Three Hundred Seventy Two Thousand, Five Hundred and Twenty-Six Dollars and 00/100 (\$2,372,526), shall be appropriated for the dredging of Broad Creek in Middlesex County.

PASSED AND ADOPTED this 28th day of January, 2025.


Faith B. Power
Vice Chair

Attest:


Lisa Nelson, Secretary to the Board



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MEMORANDUM

TO: Eastern Shore Regional Navigable Waterways Committee

FROM: Kellen J. Singleton
Interdisciplinary Planner
Accomack-Northampton Planning District Commission

DATE: April 17, 2025

SUBJECT: **Fifth District Broadcast/Local Notice to Mariners**

US Coast Guard Proposed Changes Marking Metompkin Channel

- US Coast Guard has proposed changes marking Metompkin Channel posting a Fifth District Broadcast/Local Notice to Mariners. A significant number of daybeacons and buoys are planned to be removed from the Metompkin Channel. Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. Please see the Local Notice to Mariners below.
- The Committee may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at:
[D05_LNM_Special_Notice_Waterway_Proposal_Feedback_Form_Indefinite.pdf](#) (uscg.gov)
All comments will be carefully considered and are requested prior to May 12, 2025 to be considered in the analysis. Refer to project number 05-25-017(D)



Fifth District Broadcast/Local Notice to Mariners Article Request

Dates to Run Item: FROM: March 17, 2025 TO: May 12, 2025

Category (Circle One)

Special Notice	Discrepancy	Temporary Changes
Chart Correction	Advance Notice	<u>Proposed Changes</u>
Dredging	General Articles	Light List Corrections

Title of Article: Changes to the aids to navigation

Text for Article: The Coast Guard is proposing following changes marking Metompkin Channel:

Discontinue Warning Daybeacon A (LLNR 5850) removed by contract. #13734

Discontinue Buoy 2M (LLNR 5865). #13737

Change Daybeacon 5 (LLNR 5880) to Warning Daybeacon B with NW dayboards until removed by contract.#13738

Discontinue Buoy 7 (LLNR 5887). #13741

Change Daybeacon 9 (LLNR 5890) to Warning Daybeacon C with NW dayboards until removed by contract.#13742

Remove wreckage at Lighted Wreck Buoy WR 11 (LLNR 5895) then remove aid.#13745

Change Daybeacon 12 (LLNR 5900) to Warning Daybeacon D with NW dayboards until removed by contract.#13746

Discontinue Buoy 13 (LLNR 5903).#13747

Rename Warning Daybeacon B (LLNR 5905) to Warning Daybeacon E until removed by contract.#13749

Rename Warning Daybeacon C (LLNR 5910) to Warning Daybeacon F until removed by contract.#13751

Discontinue Buoy 15 (LLNR 5907).#13753

Discontinue Lighted Buoy 17 (LLNR 5915).#13755

Change Daybeacon 18 (LLNR 5920) to Warning Daybeacon G with NW dayboards until removed by contract.#13757

Change Daybeacon 19 (LLNR 5925) to Warning Daybeacon H with NW dayboards until removed by contract.#13760

Rename Warning Daybeacon D (LLNR 5930) to Warning Daybeacon I until removed by contract.#13771

Discontinue Buoy 20 (LLNR 5933).#13772

Remove wreckage at Lighted Wreck Buoy WR 22 (LLNR 5935) then remove aid.#13773

Discontinue Buoy 23 (LLNR 5943).#13774

Discontinue Buoy 24 (LLNR 5945).#13775

Rename Warning Daybeacon E (LLNR 5950) to Warning Daybeacon J until removed by contract.#13776

Interested Mariners and other stakeholders are strongly encouraged to comment on the potential impacts this proposal would have on navigational safety. You may provide feedback using the U. S. Coast Guard Fifth District Waterway Data Sheet, available online at:

[D05_LNM_Special_Notice_Waterway_Proposal_Feedback_Form_Indefinite.pdf \(uscg.gov\)](https://www.uscg.gov/d5/nm/special-notice/waterway-proposal-feedback-form-indefinite.pdf)

All comments will be carefully considered and are requested prior to May 12, 2025 to be considered in the analysis. Refer to project number 05-25-017(D)



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Send comments to CGD5Waterways@uscg.mil, or mail to:

U.S. Coast Guard Fifth District
Waterways Management (dpw)
431 Crawford Street, Room 100
Portsmouth, VA 23704
Attn: Albert Grimes
Portsmouth, VA 23704



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MEMORANDUM

TO: Eastern Shore Regional Navigable Waterways Committee

FROM: Joseph W. McMahon, EIT
Acting Chief, Design Section
Operations Branch, Norfolk District

DATE: April 17, 2025

SUBJECT: **Norfolk District Update ESRNWC**

Norfolk District Update for the ESRNWC – 1/30/25

Please see below the January 30, 2024 Norfolk District Update for the ESRNWC. An updated report will be available at a future date.



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CORPS OF ENGINEERS NORFOLK DISTRICT

Eastern Shore Regional Navigable Waterways Committee

Status Update for 30 January 2025

Norfolk District Civil Works Program updates on Projects currently under development

Chincoteague Inlet Federal Navigation Project:

Chincoteague Inlet received \$3,375,000 in FY2023 Congressional appropriations and \$1,370,000 in FY2024 Congressional appropriations and scheduled to receive \$750,000 in FY2025 President's Budget.

Maintenance dredging utilizing the dredge Murden will not be performed in the Spring 2025 due to scheduled shipyard repairs. The team anticipates the repair work to be completed during the Summer 2025 and the dredge return to Chincoteague Inlet to perform its scheduled maintenance dredging of the channel in mid-September. Dredging is scheduled to coincide with the opening of the Fall commercial trawler fishery.

Multi-year project appropriations will be used for a full scope maintenance dredging contract including portions of the inner channel and outer bar to project authorized depths. The Corps will continue its collaboration with the U.S. Fish and Wildlife Service (USFWS), National Park Service and Chincoteague National Wildlife Refuge to beneficially place suitable material at one of their designated restoration sites surrounding Toms Cove. The Corps received confirmation in May 2024 that U.S. Fish and Wildlife Service grant proposal was accepted and is scheduled to receive funds through the NOAA transformational funding program. The initial scoping meeting occurred in June 2024 and the project kickoff meeting occurred on 10 October 2024 and included Ducks Unlimited, NOAA, USFWS, and USACE agency partners to discuss next steps towards project development. The Project Management Plan, project execution schedule and interagency agreement to transfer funds between agencies are currently in development.

Chincoteague Harbor of Refuge Federal Navigation Project:

Chincoteague Harbor of Refuge received \$250,000 in FY2023 Congressional appropriations.

Maintenance dredging of the harbor's entrance channel utilizing the dredge Murden is scheduled to coincide with the Chincoteague Channel dredging event in late Summer 2025.

Quinby Channel Federal Navigation Project:

Quinby Channel received \$2,917,000 in FY2023 Congressional appropriations.

The NAO project team and Engineering Research Development Center (ERDC) continue working together to determine if the Peeler Point overboard site is a dispersive or non-dispersive source of dredged sediments redepositing into the Quinby Creek navigation channel. Draft findings will be provided in the form of a letter report tentatively scheduled for March 2025. The study scope was expanded to include Bradford Bay, Chincoteague Inlet, and Lewis Creek overboard placement areas.

FY2023 appropriations will be used for a full scope maintenance dredging contract of the Quinby Creek landing and entrance channel to restore the project to maintained depths.



CORPS OF ENGINEERS NORFOLK DISTRICT

Eastern Shore Regional Navigable Waterways Committee

Status Update for 30 January 2025

Waterway on the Coast of Virginia (WCV) Federal Navigation Project:

WCV received \$4,975,000 in FY2023 Congressional appropriations.

The Norfolk District awarded a contract to Next Generation Logistics, LLC on 28 March 2024 in the amount of \$1,686,025.00. The maintenance dredging contract work commenced in September 2024 and restore the Bradford Bay and Finney Creek channel elements to a maintained depth of -6 feet MLLW. The Notice to Proceed was issued on 3 May 2024 with an effective date of 13 May 2024. Before dredging surveys were completed for the dredging work. The surveys indicate additional shoaling within and contiguous to the awarded contract pay prism. An additional quantities modification including a 27-day extension to the period of performance was awarded on 6 September 2024 for a total contract amount of \$2,340,439.75. The dredging work started in September 2024 with a period of performance ending on 6 November 2024. Contractor continues to accomplish the dredging work with anticipated completion by end of March 2025.

Material is being transported by pipeline with placement at a nearby designated overboard placement site. The Norfolk District is planning to move forward with developing plans and specifications to maintenance dredge the Lewis Creek Federal Navigation Project (will be combined with Chincoteague Inlet maintenance dredging).

Parker Creek Accomack County, Virginia Federal Navigation Project:

Parker Creek Accomack County, Virginia received \$3,544,000 in FY2023 Congressional appropriations.

These funds are being used to evaluate the historic Government furnished placement site, initiate field evaluations, perform design, environmental coordination, and authorizations, plans and specifications, solicitation, and contract award.

Tangier Channels Federal Navigation Project:

The Project received \$2,884,000 in FY2023 Congressional appropriations to design, perform environmental coordination, and develop plans and specifications for a maintenance dredging contract. The Project received \$500,000 in FY2024 Congressional appropriations to develop a dredged material management plan (DMMP). The DMMP will inform design, plans and specifications, and acquisition of environmental authorizations for a beneficial use project.

The Baltimore Harbor and Channels Civil Works O&M project received \$300,000 in FY2023 Congressional appropriations to evaluate beneficial use of dredged material at Tangier Island, VA. As part of the evaluation process, the ESRNWC and Town of Tangier Island, VA will be asked to participate and provide input.

\$10,000,000 was identified in the FY2025 President's Budget for design, environmental authorizations, plans and specifications and administration of the beneficial use project. \$300,000 was also identified in the FY2025 President's Budget for use of Government Plant to remove critical shoaling from the channel.



CORPS OF ENGINEERS NORFOLK DISTRICT

Eastern Shore Regional Navigable Waterways Committee

Status Update for 30 January 2025

Little Machipongo River Federal Navigation Project:

Little Machipongo River received \$2,200,000 in FY2023 Congressional appropriations.

These funds will be used to evaluate the Government furnished placement site, initiate field evaluations, perform design, environmental coordination, and authorizations, plans and specifications, solicitation, and contract award.

The design team has completed topographic survey data collection of the upland placement site in addition to modelling and analysis of the data to determine the extent of earthwork required to achieve sufficient dredge material capacity. The earthwork and grading required for the placement site dikes has been identified to achieve sufficient capacity and is being incorporated into design plans. Environmental evaluation and coordination with appropriate permitting agencies is in progress.

Contract award being pursued will consist of clearing and grubbing of vegetation within the containment area, earthwork to restore dike stability and capacity, grading within the cell for adequate flow and dredging of the federal channel.

Deep Creek Accomack County, Virginia Federal Navigation Project:

Deep Creek Accomack County, Virginia received \$4,275,000 in FY2023 Congressional appropriations.

These funds will be used to evaluate the Government furnished placement site, initiate field evaluations, perform design, environmental coordination, and authorizations, plans and specifications, solicitation, and contract award.

Project delivery team is evaluating the best option for placement site of dredge material. The land provided by the non-federal sponsor appears to consist of wetlands that will not support construction of an upland placement site of dredge material, and other avenues are being explored to include marsh elevation enhancement, wetland creation, and beach placement options.

The design team has completed the sediment sampling event and associated soil classification appears to indicate substantial presence fine sediment material within the channel. The design team has identified marsh elevation enhancement as the primary option for dredge material placement given the results of the dredge material classification. Design team is refining target areas for placement, pursuing coordination with property owners and elevation surveys of the desired placement areas. Field investigation and real estate coordination will be used to implement design plans.

Starlings Creek, Virginia Federal Navigation Project:

Starlings Creek, Virginia received \$1,705,000 in FY2023 Congressional appropriations.

These funds will be used to evaluate the designated confined upland placement site, initiate field evaluations, perform design, environmental coordination, and authorizations, plans and specifications, solicitation, and contract award.



CORPS OF ENGINEERS NORFOLK DISTRICT

Eastern Shore Regional Navigable Waterways Committee

Status Update for 30 January 2025

Cedar Island, CAP, Section 204, Beneficial Uses of Dredged Material:

The purpose of the project is to beneficially use the dredged material from the Finney Creek Channel and the Bradford Bay Channel for enhancement, expansion, and protection of the Cedar Island back-barrier shoreline wetlands and marsh islands. The thin-layer spraying will be done via a hydraulic cutterhead dredge equipped with a pipeline that will spray the material from the Federal navigation sites. Total Project costs are estimated at \$11,258,000, which are to be cost shared on a 65 percent Federal and 35 percent non-Federal basis. The USACE North Atlantic Division concurred with the Norfolk District's recommendation on 24 October 2019 concluding the feasibility phase of the project. Next phase is design and implementation phase, which requires a non-Federal Sponsor. A non-Federal sponsor and Letter of Intent is required for the Norfolk District to submit the Design/Implementation phase for budget consideration.

General Investigation Studies:

Tangier-Pocomoke Sound, Chesapeake Bay Oyster Recovery Program.

Study authority provided by Section 704(b) of the Water Resources Development Act of 1986, as amended (Public Law 33 USC § 2263(b)) which states the Secretary is further authorized to conduct projects of alternative or beneficially modified habitats for fish and wildlife, including but not limited to man-made reefs for fish. Such projects shall include the restoration and rehabilitation of habitat for fish, including native oysters, in the Chesapeake Bay and its tributaries in Virginia and Maryland, which are consistent with plans and strategies for guiding the restoration of the Chesapeake Bay oyster resource and fishery. Project is to construct nearshore, sanctuary and harvest reefs throughout the Tangier-Pocomoke Sound and along the shorelines of Tangier Island and the Town of Saxis, VA. The Norfolk District received a letter of intent from the sponsor, Virginia Marine Resources Commission, on 22 March 2024.

Chincoteague Island, Chincoteague, VA Flood Risk Management General Investigations (GI) Feasibility Study.

Study authority is provided by Section 1201(27) of the Water Infrastructure Improvements for the Nation Act of 2016 (Public Law 114-322) which states (27) CHINCOTEAGUE ISLAND, VIRGINIA. Project for hurricane and storm damage reduction, navigation, and ecosystem restoration, Chincoteague Island, Virginia. The town of Chincoteague is the non-Federal sponsor, has provided a letter of support and has secured a cost share. The Norfolk District continues to submit the feasibility study for budget consideration. The Norfolk District received an updated letter of intent in support of the study dated 27 March 2023, from Chincoteague Town Manager Michael T. Tolbert.

Tangier Island, VA Aquatic Ecosystem Restoration GI Feasibility Study.

Study authority is provided by Section 1201 under America's Water Infrastructure Act of 2018 (Public Law 115-270) to evaluate...(9) COASTAL VIRGINIA, VIRGINIA.—Project for flood risk management, ecosystem restoration, and navigation, Coastal Virginia. Or (10) TANGIER ISLAND, VIRGINIA. Project for flood risk management and ecosystem restoration, Tangier Island, Virginia. A non-Federal sponsor and Letter of Intent is required for the Norfolk District to submit the study for budget consideration.



A-NPDC

ACCOMACK-NORTHAMPTON PLANNING DISTRICT COMMISSION

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USACE NORFOLK DISTRICT CIVIL WORKS PROGRAM
(Eastern Shore)

30 January 2025

Project Name	Total Appropriated FY23	Total Appropriated FY24	President's Budget FY25	Estimated Construction Award Schedule	Notes
Chincoteague Island, VA, New Start Feasibility	\$0	\$0	\$0	Not Applicable	Non-Federal Sponsor is the Town of Chincoteague, VA. NFS cost share portion secured; letter of intent provided. The study has been submitted for budget consideration.
Tangier Island Aquatic Ecosystem Restoration, VA, New Start Feasibility	\$0	\$0	\$0		Non-Federal Sponsor and Letter of Intent is required for USACE to submit the study for budget consideration.
Cedar Island, CAP, Section 204, Beneficial Uses of Dredged Material	\$0	\$0	\$0		Non-Federal Sponsor and Letter of Intent is required for USACE to submit the Project for budget consideration.
Chesapeake Bay Oyster Recovery Program, Tangier-Pocomoke Sound	\$7,500,000	\$6,450,000	\$0	Jun-28	Undergoing public meetings, design criteria and site selection to determine scope of first contract. An Environmental Assessment is being prepared before full designs can begin in 2026. No additional funds will be requested for this effort until FY27 when total project cost has been updated.
Chincoteague Harbor of Refuge, VA	\$250,000	\$0	\$0	Not Applicable	Maintenance dredging was performed by the USACE dredge MURDEN
Chincoteague Inlet, VA	\$3,375,000	\$1,370,000	\$750,000	Nov-26	Includes maintenance dredging by MURDEN and full scope contract for maintenance dredging with beneficial use of dredged material at nearby NWR. Required agreement between USACE and U.S. Fish and Wildlife Service.
Deep Creek Accomack County, VA	\$4,275,000	\$0	\$0	Nov-26	Placement site evaluation, field investigations, environmental coordination, design, development of plans and specifications is required for contract award.
Little Machipongo River, VA	\$2,200,000	\$0	\$0	Aug-26	Government furnished placement site evaluation, field investigations, environmental coordination, design, development of plans and specifications is required for contract award.
Onancock River, VA	\$700,000	\$0	\$0	Oct-25	Work to be performed by the USACE dredge MURDEN. Coarse grain material to be dredged with nearshore placement. Environmental coordination is required.
Parker Creek, VA	\$3,544,000	\$0	\$0	Nov-26	Placement site evaluation, field investigations, environmental coordination, design, development of plans and specifications is required for contract award.
Quinby Creek, VA	\$2,917,000	\$0	\$0	Jan-26	Placement site evaluation and modelling to be completed, field investigations, environmental coordination, design, development of plans and specifications is required for contract award.
Starlings Creek, VA	\$1,705,000	\$0	\$0	Oct-25	Contract to prepare the placement site for dredged material. Environmental coordination, design, development of plans and specifications is required.
Tangier Channels, VA	\$2,884,000	\$0	\$0	Feb-26	Includes Murden Dredging and full scope contract for maintenance dredging and beneficial use of dredged material at nearby Beach (Northwest shoreline).
Tangier Channels Beneficial Use	\$300,000	\$500,000	\$10,300,000	Feb-26	Perform an evaluation using dredged material from nearby Federal channel for beneficial use (BU) on Tangier Island. Focus will consider using dredged material to repair, renourish, and stabilize the shoreline. FY25 funding identified in the President's budget to be used on first element of BU construction.
Waterway on the Coast of Virginia, VA (Lewis Creek)	\$4,975,000	\$0	\$0	Nov-26	Full scope contract for maintenance dredging Bradford Bay and Finney Creek with placement of dredged material at the nearby permitted overboard placement site (contract awarded to Next Generation Logistics, LLC for \$2,340,409.75). With remaining funding, the Lewis Creek project element will be advanced for contract award of maintenance dredging (included with Chincoteague Inlet).
TOTAL	\$34,625,000	8,320,000	11,050,000		



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Accomack-Northampton Planning District Commission

Application for FY 26 Virginia Port Authority Waterway Maintenance Fund

Application for FY 26 Virginia Port Authority Waterway Maintenance Fund

Legal Applicant

Elaine Meil, Executive Director
Accomack-Northampton PDC 23372 Front Street
PO Box 417
Accomac, VA 23301

Project Manager

Kellen Singleton, Coastal Planner
757-787-2936 x127
ksingleton@esvaplan.org

Kings Creek-Nassawadox Creek Transfer: \$993,144.77

FY26 Nassawadox Creek Funding Request: \$1,100,000.00

Total Nassawadox Creek Project Cost: \$4,191,000.00

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Statement of Need and Urgency

The Nassawadox Creek Dredging & Tangier Upland Disposal Project represents a critical investment in maintaining navigability for one of Virginia's essential working waterways while simultaneously addressing the urgent land loss crisis faced by Tangier Island. This initiative is an essential component of a regional strategy to ensure that dredged material is utilized for maximum environmental and economic benefit, building upon efforts led by the U.S. Army Corps of Engineers (USACE), the Chesapeake Bay Foundation (CBF), and local stakeholders to establish Tangier Island as a long-term beneficial use site for Chesapeake Bay dredging efforts.

Nassawadox Creek serves watermen, recreational boaters, and emergency response vessels, yet significant shoaling at the creek's entrance has rendered portions of the channel unnavigable at low tide. This project will remove approximately 24,200 cubic yards of sand and silty sand to restore the channel to a -6' MLLW depth and 60' width, ensuring safe passage and continued economic activity. Without this dredging effort, commercial and recreational access will continue to decline, negatively impacting businesses and residents reliant on the creek.



Figure 1. Aerial View of Significant Shoaling at the Mouth of Nassawadox Creek

With Virginia's dredged material disposal options becoming increasingly limited, the need for sustainable placement solutions is growing. Tangier Island has been identified as an ideal site for long-term beneficial use of dredged material due to its severe erosion and status as a USACE-designated subsistence harbor. The U.S. Army Corps of Engineers, Virginia Port Authority, and Chesapeake Bay Foundation have all recognized the importance of stabilizing Tangier's shoreline through nature-based solutions, including strategic dredged material placement.

This project will utilize material from Nassawadox Creek to reinforce Tangier Island, aligning with the Tangier Shoreline Protection and Resilience

Working Group's coordinated efforts among local, state, federal, and private entities. By integrating this project into the broader USACE Tangier Island Beneficial Use Plan, the initiative lays the groundwork for future Chesapeake Bay dredging efforts, reducing long-term costs while providing immediate shoreline stabilization benefits.

The initial nearshore berm placement plan for Nassawadox Creek was denied by VMRC and VIMS, necessitating a higher-cost upland disposal alternative. This shift has significantly increased project costs, making additional funding essential to project viability. Without immediate support, Nassawadox Creek will remain partially or entirely inaccessible, and opportunities to utilize Tangier Island for beneficial use will be lost—jeopardizing ongoing efforts to make Tangier a regional model for sustainable dredge material management.

This effort is not just a one-time solution—it is part of a larger strategy to establish Tangier as a permanent dredged material placement site, ensuring sustainable disposal options for future Chesapeake Bay dredging projects. By funding this project, the Virginia Port Authority will support a scalable model that balances navigation, environmental sustainability, and economic resilience for both Northampton County and Tangier Island.

Immediate action is necessary to secure funding, finalize permits, and advance construction in time to meet USACE and VPA's coordinated timelines for beneficial use placement. This investment not only supports Eastern Shore waterways but also advances Virginia's leadership in innovative coastal management solutions.

Background & Previous Efforts

For centuries, the Eastern Shore has been a vital hub for safe harbor and intercoastal travel. Recognizing the need to maintain navigable waterways, Accomack and Northampton Counties formalized the Eastern Shore Regional Navigable Waterways Committee (ESRNWC) through a Joint Resolution. This committee has since served as a central voice for regional waterway management, working closely with the U.S. Army Corps of Engineers Norfolk District, state and federal agencies, and key stakeholders, including commercial watermen and aquaculture operators.

In 2016, the ESRNWC and A-NPDC staff developed the Regional Dredging Needs Assessment, providing a strategic framework for prioritizing and managing dredging projects across the Eastern Shore. At the same time, A-NPDC was actively engaged in the development of the Virginia Working Waterfront Master Plan in collaboration with the Northern Neck PDC, Middle Peninsula PDC, and Hampton Roads PDC. This initiative, funded by the Virginia Coastal Zone Management Program (CZM) through Grant #NA15NOS4190164, helped outline a comprehensive approach to sustaining waterfront-dependent industries and addressing the long-term viability of navigable waterways. By 2018, when the Virginia General Assembly established the Virginia Waterway Maintenance Fund (WMF), the ESRNWC and A-NPDC were well-positioned to secure funding for preliminary engineering services to support shallow-draft maintenance dredging. With the full backing of Accomack and Northampton Counties, the ESRNWC was able to launch several critical dredging initiatives, including Nassawadox Creek, Kings Creek, Folly Creek, and Red Bank Creek, ensuring these waterways remained accessible for maritime commerce, recreation, and emergency response.

The completion of the Kings Creek Phase 2 Dredging and Beneficial Use Project in November 2023 marked a significant milestone in regional dredging efforts. A total of 22,888 cubic yards of material was removed and utilized for beach restoration in Cape Charles. The project, executed by Michel's Construction, Inc. and Waterway Surveys & Engineering, Ltd., successfully addressed both navigational needs and shoreline stabilization. The \$1.38 million project stands as a model for beneficial use dredging, demonstrating how dredged material can be repurposed to enhance coastal resilience while maintaining navigability.

With the Kings Creek project in process of close-out, focus has shifted to reallocating the remaining \$993,058.92 in project funds to the Nassawadox Creek Dredging Project. The original offshore berm disposal plan for Nassawadox Creek was rejected by VMRC and VIMS, necessitating a shift to upland placement, which significantly increased project costs.

At the same time, the region has taken proactive steps toward long-term dredged material management through the Middle Peninsula & Eastern Shore Dredge Material Management Initiative. This initiative, funded through a \$3.04 million VPA Waterway Maintenance Grant (FY25), aims to create dedicated master plans for dredge material placement in both the Middle Peninsula and the Eastern Shore. By identifying and leasing strategic placement sites, the initiative will provide sustainable solutions for managing dredged material, expanding beneficial use opportunities such as habitat restoration and coastal resilience projects, and addressing regulatory challenges that often hinder dredging efforts.

In December 2024, ANPDC staff participated in a pre-application meeting with VMRC, VIMS, Moffatt & Nichol, and VPA to assess potential dredged material placement sites on Tangier Island. This effort is part of a broader initiative

to establish Tangier as a long-term regional placement site for dredged material, aligning with ongoing resilience and adaptation efforts spearheaded by the Chesapeake Bay Foundation and the Tangier Shoreline Protection and Resilience Working Group. These collaborative efforts are aimed at leveraging dredged material for shoreline stabilization and habitat restoration while ensuring sustainable dredging practices for future projects.

The Eastern Shore continues to lead the way in sustainable waterway management, thanks to a strong foundation of regional collaboration, strategic planning, and proactive project implementation. The successful completion of the Kings Creek Dredging and Beneficial Use Project, the advancement of the Nassawadox Creek dredging effort, and the launch of the Middle Peninsula & Eastern Shore Dredge Material Management Initiative underscore the region's commitment to maintaining navigable waterways, supporting local economies, and enhancing coastal resilience. With continued support from state, federal, and local partners, these efforts will help safeguard the Eastern Shore's maritime infrastructure and environmental sustainability for years to come.

Geographic Area & Navigable Waters

The Eastern Shore of Virginia (ESVA) is a unique and environmentally rich coastal peninsula, stretching approximately 70 miles between the Chesapeake Bay and the Atlantic Ocean. This region is composed of two counties—Accomack and Northampton—along with nineteen incorporated towns, each with deep historical ties to the water. The peninsula is shielded from direct Atlantic exposure by an extensive barrier island system and expansive tidal marshes, which play a vital role in buffering against coastal storms and providing critical habitat for fisheries and wildlife. However, these natural features also contribute to sediment transport and deposition, exacerbating shoaling and navigational challenges in the region's waterways.



Figure 2. ESVA State and Federal Managed Waterways

Historically, both natural processes and human activities have influenced sedimentation patterns in the Eastern Shore's creeks, many of which have experienced progressive infill due to changes in storm intensity, frequency, and sea-level rise. These shifts in coastal dynamics have made navigation increasingly difficult, impacting both commercial and recreational waterway users. Addressing these challenges through maintenance dredging is essential not only for restoring access to vital waterways but also for leveraging the beneficial use of dredged materials to combat coastal erosion, mitigate flooding, and enhance habitat resilience.

Navigable waters, as defined by U.S. 33 CFR §329.4 (2023), include "those waters that are subject to the ebb and flow of the tide and/or are presently used, have been used in the past, or may be susceptible for use to transport interstate or foreign commerce." These waterways serve as the backbone of the Eastern Shore's maritime economy, supporting a diverse range of industries and activities. The region has long relied on its navigable creeks, bays, and inlets to sustain commercial fishing, aquaculture, tourism, and transportation. From historic oystering

fleets to modern ecotourism ventures, the Eastern Shore's economy is deeply intertwined with the accessibility and functionality of its waterways.

The importance of navigability extends beyond economic considerations; it is a matter of public safety and infrastructure resilience. Shoaling in critical waterways not only disrupts commercial activities but also impedes

emergency response efforts, particularly in remote island and coastal reliant communities such as Tangier Island and Cape Charles where waterways serve as vital economic and primary transportation routes. Ensuring reliable navigation supports local economies, sustains cultural heritage, and enhances coastal resilience in the face of climate-driven changes.

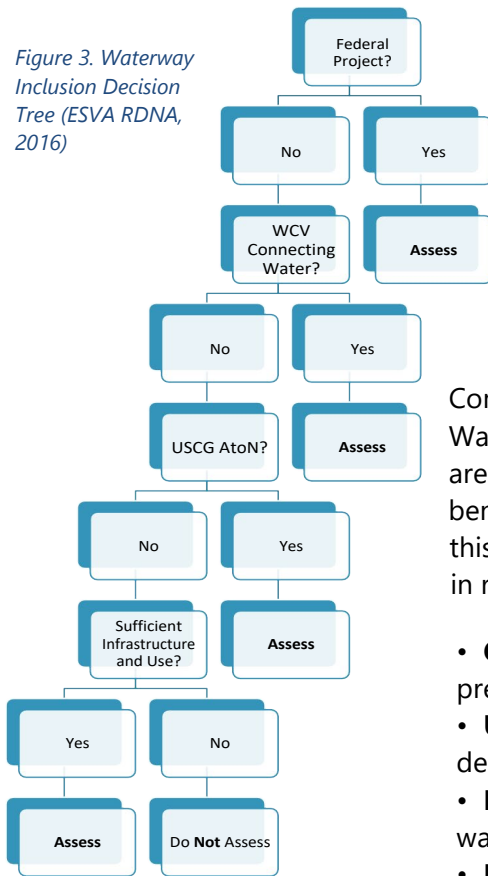
The Eastern Shore is home to the largest concentration of working waterfronts in Virginia, with over 200 sites identified in the Virginia Working Waterfront Master Plan. These working waterfronts are defined as properties that provide direct access to coastal waters and support commercial and recreational marine activities. Industries dependent on these waterfronts include commercial and recreational fishing, aquaculture, ecotourism, boat building, marine research, offshore energy support, and national defense. Many of these industries, particularly aquaculture and commercial fishing, rely on year-round access to navigable waters to harvest shellfish, transport goods, and sustain local employment.

Public boat ramps, which are essential to both recreational and commercial users, further underscore the need for dredged waterway maintenance. These ramps facilitate access for commercial watermen harvesting clams, oysters, crabs, and fish, as well as for ecotour guide operators, charter fishing businesses, and recreational boaters. With tourism generating nearly \$250 million annually for the Eastern Shore economy and commercial seafood landings exceeding \$49 million, ensuring the long-term viability of navigable waterways is not just a local concern—it is a statewide economic imperative.

As the Eastern Shore continues to face the realities of rising sea levels and increasing coastal erosion, a proactive approach to dredging and waterway maintenance will be crucial. By integrating beneficial use strategies—such as placing dredged materials in ways that reinforce eroding shorelines or restore marsh habitats—regional projects can serve dual purposes: maintaining economic access while enhancing environmental resilience. These efforts will not only protect the livelihoods of those who depend on the water but also ensure that the Eastern Shore remains a thriving maritime hub for future generations.

Waterway Selection Process

Figure 3. Waterway Inclusion Decision Tree (ESVA RDNA, 2016)



The Eastern Shore of Virginia (ESVA) relies on its network of navigable waterways to support commercial fishing, aquaculture, ecotourism, recreational boating, and waterfront access for coastal communities. As these waterways continue to experience natural sedimentation, shoaling, and restricted access, a strategic and data-driven approach is required to prioritize dredging efforts. The Regional Dredging Needs Assessment (RDNA) was developed to provide a comprehensive evaluation of the Eastern Shore's waterways, identifying critical areas where navigation has become restricted to the point that dredging is necessary for continued use.

The RDNA inventories and evaluates waterways based on a set of objective criteria established by the Accomack-Northampton Planning District Commission (A-NPDC) in collaboration with the Eastern Shore Regional Navigable Waterways Committee (ESRNWC). This assessment ensures that dredging projects are pursued based on actual need, environmental feasibility, and economic benefit. The Waterway Inclusion Decision Tree (Figure 1) was developed as part of this process to systematically determine whether a waterway should be included in regional dredging plans. The criteria consider multiple factors, including:

- **Current Navigability:** Water depth at mean low water (MLW) and the presence of significant shoaling.
- **Usage & Economic Impact:** The level of commercial and recreational activity dependent on the waterway.
- **Public Access & Infrastructure:** Proximity to boat ramps, working waterfronts, and community access points.
- **Environmental Considerations:** Potential impacts on submerged aquatic vegetation (SAV) and habitat restoration opportunities.

During the RDNA evaluation, over 100 named waterways across the Eastern Shore were initially reviewed, with 59 waterways selected for detailed assessment. These included 32 federal project areas and 27 state project areas. Among these, 22 project areas were found to contain sections where water depth had been reduced to three feet or less at MLW, significantly limiting their usability for both commercial and recreational navigation.

The results of the RDNA reaffirmed the critical role that dredged waterways play in sustaining the Eastern Shore's coastal economy and cultural heritage. Water-dependent industries such as aquaculture, commercial fishing, and charter tourism generate millions in economic activity each year, supporting thousands of jobs across the region. The loss of navigability in key waterways jeopardizes these industries, making routine dredging and channel maintenance essential.

In addition to direct economic benefits, dredging also ensures the safety and accessibility of local waterways. Many Eastern Shore communities—particularly those located on barrier islands and remote coastal areas—depend on navigable channels for transportation, emergency response, and public safety. Ensuring that waterways remain open and well-maintained provides a lifeline for these communities, safeguarding their connectivity to mainland resources and services.

By utilizing a structured, data-driven approach to waterway selection, the A-NPDC and ESRNWC continue to advance a region-wide strategy for sustainable dredging. This process not only prioritizes projects that yield the greatest economic and environmental benefits but also ensures that limited state funding is directed to the areas of highest need. Moving forward, the integration of beneficial use strategies—such as placing dredged material to

restore shorelines and marsh habitats—will enhance both the long-term sustainability of these projects and the resilience of the Eastern Shore’s coastal environment.

Economic Justification & Statement of Urgency

The Eastern Shore of Virginia (ESVA) depends on its waterways for economic stability, public safety, and environmental resilience. However, the rapid shoaling of key navigation channels, including Nassawadox Creek, has created serious challenges for commercial fishing, aquaculture, tourism, and transportation. Without immediate dredging and material management solutions, these industries will continue to face disruptions, impacting local economies and regional sustainability. The proposed Nassawadox Creek Dredging & Tangier Upland Disposal Project is essential for maintaining navigable access, protecting coastal infrastructure, and strengthening the resilience of both Nassawadox Creek and Tangier Island.

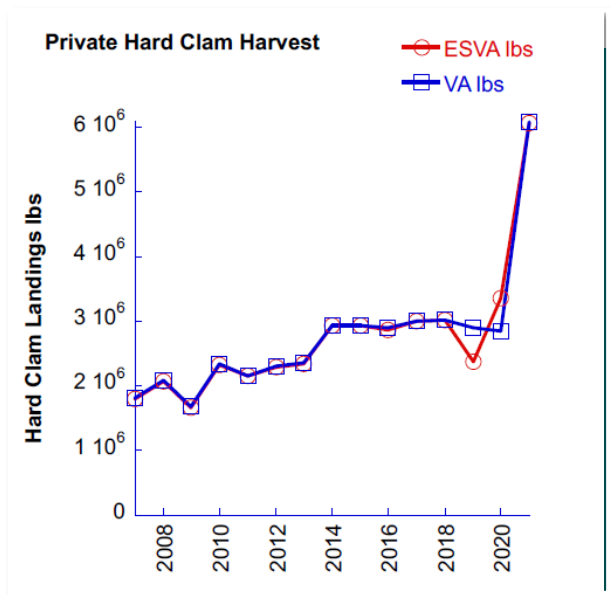


Figure 4. VA and ESVA Hard Clamb Landings 2008-2020

The economic value of the Eastern Shore’s waterways is substantial. In 2021, commercial seafood landings generated \$79.04 million, with the region producing 99.9% of Virginia’s total clam harvest, valued at \$57.68 million. Additionally, 6.57 million pounds of blue crabs, worth \$11.69 million, were landed, reinforcing the region’s role as a key player in the Commonwealth’s maritime economy. Beyond fisheries, the tourism sector continues to expand, with visitor spending reaching \$247.9 million in 2023—a 6.7% increase from the previous year. This industry supports over 1,800 jobs and generates nearly \$10 million in local tax revenue, with waterfront access and coastal recreation serving as major drivers of tourism growth.

The need for sustainable dredge material management has also become increasingly urgent due to Virginia’s expanding space industry. Wallops Island, home to the Mid-Atlantic Regional Spaceport (MARS), lacks adequate marine infrastructure for transporting large rocket components. As Wallops grows in prominence, ensuring reliable maritime access is critical to maintaining Virginia’s competitive position alongside major launch sites like Cape Canaveral and Vandenberg. Without improved waterway maintenance, logistical challenges will continue to hinder aerospace operations, limiting economic opportunities for the region.

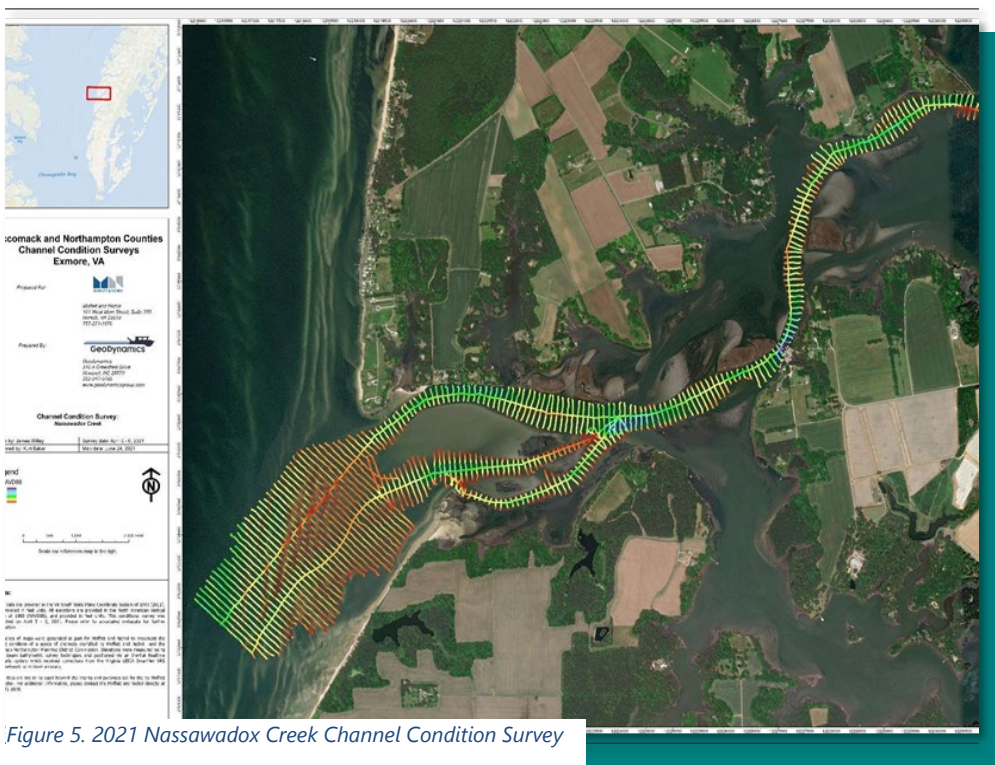
ESVA counties total landings value and weight.	SUM VALUE	SUM POUNDS
Accomack	\$21,288,907	6,885,210
Northampton	\$57,753,347	9,115,504
	\$79,042,254	16,000,714

Public safety is another major concern. Nassawadox Creek serves as a safe harbor and emergency access point for vessels operating in the Chesapeake Bay. Severe shoaling has made navigation increasingly hazardous, restricting emergency response boats and delaying rescue operations. The impact of these limitations extends beyond the local community, affecting regional maritime safety and disaster response efforts.

ESVA Direct Visitor Spending 2019-2023 (in millions)						
	2019	2020	2021	2022	2023	Percent Change (2023/2019)
ACCOMACK	\$134.7	\$118.2	\$168.5	\$166.4	\$179.6	33.3%
NORTHAMPTON	\$48.5	\$41.2	\$68.3	\$66.0	\$68.3	40.9%
ESVA Regional Total	\$183.2	\$159.4	\$236.8	\$232.4	\$247.9	35.3%

The urgency of this project has been heightened by the Virginia Marine Resources Commission’s (VMRC) rejection of the proposed nearshore berm placement. This decision has forced a shift to an upland disposal solution, significantly increasing project costs and logistical challenges. Delaying action on this effort will only exacerbate costs, as sediment accumulation worsens and economic losses mount. Furthermore, securing Virginia Waterway Maintenance Fund (WMF) resources before the next fiscal cycle is crucial, as this is the only dedicated state funding source for shallow-draft dredging projects.

Despite these challenges, the project presents a unique opportunity to establish Tangier Island as a sustainable dredge material placement site for future Chesapeake Bay dredging efforts. This effort builds on the U.S. Army Corps of Engineers’ Tangier Island Beneficial Use Initiative and aligns with ongoing resilience and adaptation discussions facilitated by the Chesapeake Bay Foundation. The Tangier Shoreline Protection and Resilience Working Group has already convened key stakeholders from federal, state, and local agencies to coordinate efforts for long-term shoreline stabilization. The Nassawadox Creek project directly supports these broader objectives by integrating beneficial use strategies that enhance both navigational and environmental resilience.



Moving forward, swift action is necessary to finalize funding and logistical details to prevent further project delays. The Nassawadox Creek Dredging & Tangier Upland Disposal Project is more than just a dredging initiative—it is an investment in the economic future of the Eastern Shore. By securing the necessary support and resources, this effort will protect livelihoods, strengthen coastal infrastructure, and ensure that Virginia’s waterways remain a vital economic and environmental asset for years to come.

Project Management & Implementation Strategy

The Nassawadox Creek Dredging & Tangier Upland Disposal project is a coordinated effort led by Northampton County, with project oversight and management provided by the Accomack-Northampton Planning District Commission (A-NPDC). The A-NPDC has extensive experience in managing federal, state, and privately funded grant programs, successfully overseeing numerous waterway maintenance and coastal resilience initiatives for decades.

Project Oversight & Contractor Selection

The A-NPDC will secure a contractor with extensive experience in shallow-draft dredging, beneficial use projects, and compliance with United States Army Corps of Engineers (USACE) standards. The selected contractor will report directly to A-NPDC for administrative oversight, ensuring adherence to project timelines, environmental regulations, and efficient execution of all dredging and placement operations.

Funding & Reimbursement Process

Northampton County will receive Virginia Port Authority Waterway Maintenance Fund (WMF) grant reimbursements, which will be disbursed on a performance basis. A-NPDC will manage project expenditures, progress tracking, and required reporting to funding agencies, ensuring transparency and fiscal accountability.

Dredging & Material Transport Operations

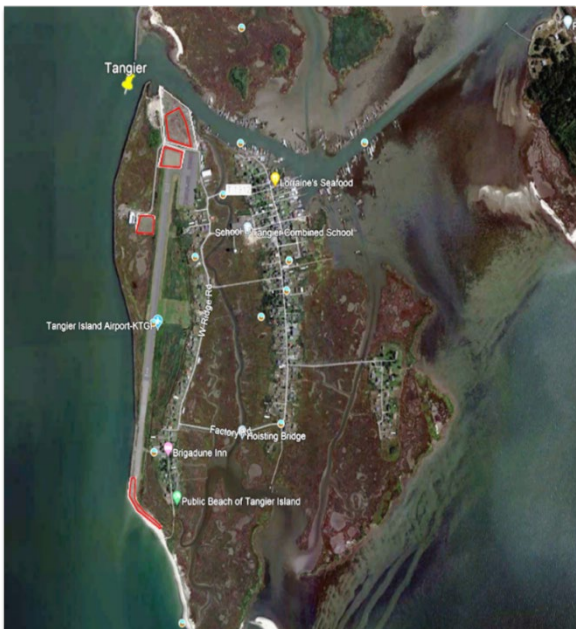


Figure 6. Four Proposed Tangier Upland Disposal Sites

The dredging of Nassawadox Creek will require mechanical excavation, given site conditions and the need to minimize turbidity and sediment disturbance. The dredged material will be loaded onto barges and transported to Tangier Island for upland placement.

Key Operational Considerations:

- **Barge Transport Logistics:** Given the distance from Nassawadox Creek to Tangier, material transportation via barge presents increased contingency costs due to fuel, labor, and weather-dependent scheduling.
- **Navigational Planning:** Barging operations will be coordinated with tidal cycles, vessel traffic, and USCG navigation protocols to ensure safe and efficient transport.
- **Material Placement at Tangier:** The Town of Tangier has identified priority locations for beneficial use, including upland stabilization and shoreline reinforcement efforts.

Navigational Aids & PATON Maintenance

As part of the project scope, Northampton County will be responsible for the maintenance of six (6) Private Aids to Navigation (PATONs) within the dredged channel, in collaboration with the U.S. Coast Guard (USCG). The USCG will provide guidance on PATON specifications and placement, ensuring compliance with federal navigation standards.

Key Considerations:

- **Ongoing PATON Inspections:** Northampton County will establish a routine inspection and maintenance schedule to ensure continued channel marking and safe navigation post-dredging.

- USCG Collaboration: The Coast Guard will review and approve PATON placement, ensuring alignment with mariner safety and waterway accessibility.
- Cost Management: Buoy-based aids is a cost-effective alternative to fixed timber piles, reducing long-term maintenance liabilities.

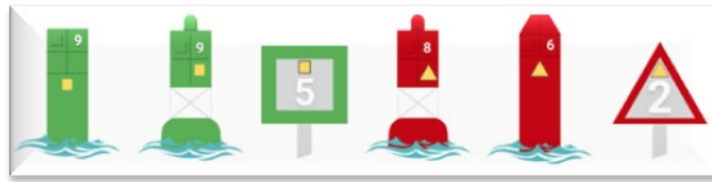


Figure 7. Buoy-based Aids

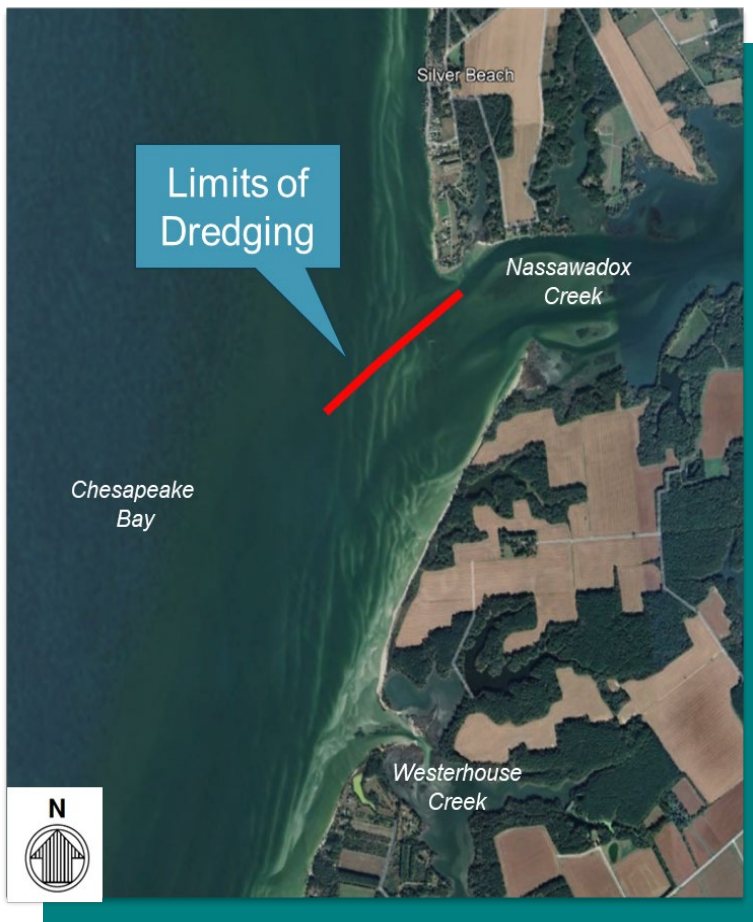
Project Timeline

Nassawadox Channel Dredging – Northampton

Approximate Project Timeline: To be finalized during negotiations with Contractor

<u>Dredging Activity</u>	<u>Approximate Project Timeframe</u>
<i>Coordination with Tangier and State Regulatory Authorities to finalize Placement Strategy</i>	March-April 2025
<i>JPA Amendment Submission</i>	April-May
<i>Construction Services RFP/Contract Development</i>	April-June
<i>RFP Posting and Contract Awarding Negotiations, & Execution</i>	June-July (Pending WMF Funding Announcement)
<i>Contractor mobilizes to Nassawadox Creek</i>	August 1
<i>Contractor commences Nassawadox Creek dredging and Tangier Upland Placement</i>	August 7-14
<i>Contractor completes 8-week Dredging & Sediment disposal at Nassawadox Creek/Tangier Island (+ 4-week weather and equipment delays)</i>	October 7-14
<i>Post-dredge survey (by a third party)</i>	October-November
<i>Contractor demobilizes</i>	October

Dredge Material Management & Tangier Upland Placement Project Summary & Scope



The Nassawadox Creek Phase 2 maintenance dredging project will restore navigability at the mouth of the creek along a 1.4-mile channel segment, ensuring safe passage for commercial and recreational vessels. This segment, which has been identified as a priority by the Eastern Shore Regional Navigable Waterways Committee (ESRNWC) and local stakeholders, has experienced significant sediment accumulation, impeding access to the Chesapeake Bay.

The dredging footprint will maintain a 60-foot-wide channel designed to a depth of -6 feet MLW, with an additional 1-foot allowable over depth, bringing the total permitted depth to -7 feet MLW from station 0+00 to 65+00. This depth standard ensures long-term channel accessibility while mitigating future shoaling concerns.

Through extensive sediment sampling and analysis, it has been determined that approximately 24,200 cubic yards (CY) of material, primarily composed of fine to medium sand, will be removed as part of this effort. The original nearshore berm placement plan—initially designed as a “southern alternative” shoal intended to nourish erosional shorelines—was ultimately replaced in favor of upland placement on Tangier Island due to regulatory concerns.

Figure 8. Nassawadox Creek Dredging Limits

ultimately replaced in favor of upland placement on Tangier Island due to regulatory concerns.

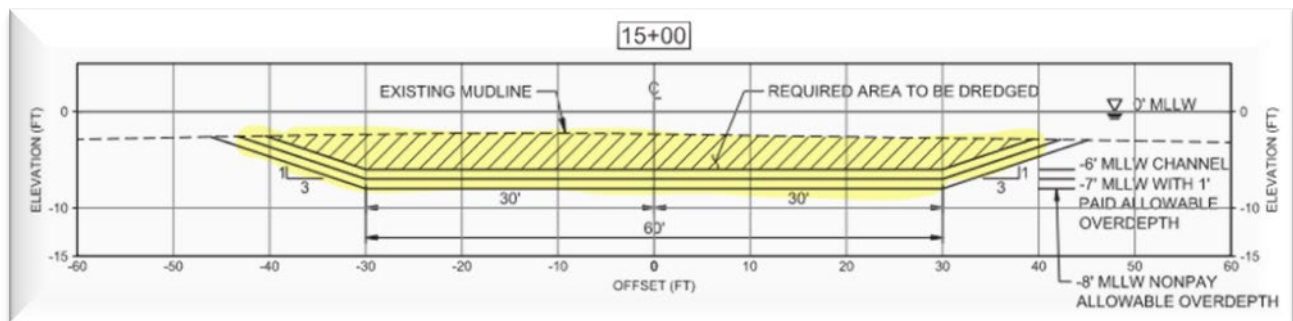


Figure 9. Planned Dredging Cross-section

Local stakeholder engagement during Phase 1A played a critical role in identifying viable placement sites, with continued community input during Phase 1B guiding the final selection of the Dredge Material Management Area (DMMA). Initial plans called for nearshore placement, which proposed the redistribution of dredged material within the littoral zone to naturally nourish nearby shorelines through wave activity. Modeling suggested that a shoal ranging between 4 and 8 acres could be created from a single dredging event, acting as a sustainable sediment source for adjacent eroding shorelines.



Figure 10. Nassawadox Creek to Tangier Island Barging Distance

However, following multiple regulatory reviews and concerns raised by the Virginia Institute of Marine Science (VIMS) and Virginia Marine Resources Commission (VMRC) regarding turbidity and potential environmental impacts, the nearshore berm proposal was rejected in favor of upland placement. The revised material management plan now prioritizes transporting dredged material by barge for beneficial use placement at Tangier Island, where it will aid in shoreline stabilization and resilience initiatives as part of the ongoing USACE Tangier Island Beneficial Use Program.

The decision to relocate material to Tangier Island upland placement sites not only ensures compliance with state and federal regulatory frameworks but also maximizes the beneficial use of dredged material in an area that faces extreme coastal erosion and land loss. As part

of a broader Chesapeake Bay shoreline protection strategy, this effort aligns with both federal resilience goals and state priorities for sustainable dredging and material reuse.

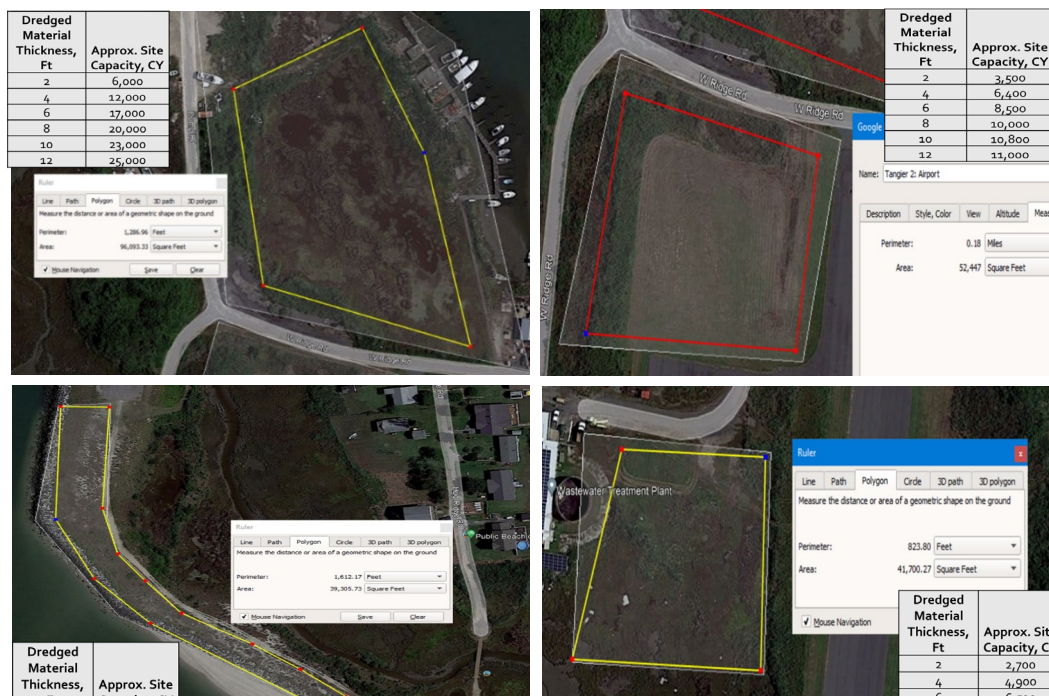


Figure 11. Four Proposed Tangier Upland Placement Sites in Detail

Project Costs

Nassawadox Creek Dredging & Tangier Disposal – Northampton Approximate Project Costs: To be determined by contract negotiations with the Prime Contractor	
<u>Dredging Activity</u>	<u>Cost Estimate</u>
Mobilization/Demobilization	\$679,199
Unit Cost • 6' MLW + 1-foot allowable over depth (24,200 CY)	\$72 per cubic yard = \$1,745,776
Truck Mobilization	\$109,256
Truck Haul	\$406,832
Subtotal	\$2,941,063
Contingency (25%)	\$735,266
Construction Subtotal	\$3,676,328
Permitting, Engineering, and Design (8%)	\$294,106
Project Planning & Administration (6%)	\$220,580
TOTAL	\$4.191M

The total estimated cost for the Nassawadox Creek Dredging & Tangier Upland Disposal Project is \$4.191 million, accounting for all necessary activities, contingencies, and administrative requirements. The project begins with mobilization and demobilization, which is projected to cost \$679,199, ensuring that equipment and resources are properly deployed and removed upon project completion. The dredging itself will involve the removal of 24,200 cubic yards (CY) of material, at a unit cost of \$72 per CY, amounting to \$1,745,776.

To facilitate the upland placement of dredged material at Tangier Island, additional transportation logistics are required. Truck mobilization costs are estimated at \$109,256, with truck hauling expenses projected at \$406,832, bringing the subtotal for direct dredging and transport activities to \$2,941,063. Given the complexity of the operation—particularly barge transport, offloading, and site preparation—a 25% contingency has been allocated, totaling \$735,266, to address unforeseen conditions and ensure flexibility in execution. This brings the construction subtotal to \$3,676,328.

Beyond construction, permitting, engineering, and design costs are projected at \$294,106 (8% of the total budget), covering essential planning, regulatory compliance, and technical assessments. Additionally, project planning and administration costs have been allocated at \$220,580 (6% of the total budget) to ensure effective coordination, oversight, and fiscal management throughout the project's duration.

Altogether, these components bring the total estimated project cost to \$4.191 million. We respectfully request the transfer of up to **\$993,144.77** from the successfully implemented **Kings Creek Dredging & Beneficial Use Project**, along with an additional **\$1,100,000.00** in funding to fully implement this critical effort. This investment will ensure the completion of the **Nassawadox Creek Dredging & Tangier Upland Disposal Project**, addressing urgent navigational needs while advancing long-term shoreline resilience and beneficial use strategies for the region.

Current VPA Projects & Projected Funding Needs

Project	Current Status	Estimated Need
Red Bank	<ul style="list-style-type: none"> In progress: implementation of Phase 1B Discussions ongoing with APO TNC regarding collaboration to beneficially utilize materials in habitat build-up for migratory nesting birds. Survey results of Red Bank's Connector indicate a substantial increase in project scope adding 57,000 CYs (~7,600 LF), 41,000 CYs to (-5+1') of material to the original 25,000 CYs. 	>\$4.25M for Phase 2
Folly	<ul style="list-style-type: none"> In progress: implementation of Phase 1B ESRNWC has determined to move forward to prepare permit for mechanical dredge, with contractor supplied upland placement site. A draft JPA has been completed, including: <ul style="list-style-type: none"> JPA form DMMP specific to Folly Creek Gradation/Sediment data from vibracore samples Permit figures 	\$2.72M for Phase 2
Nassawadox	<ul style="list-style-type: none"> In progress: implementation of Phase 1B Moffat and Nichol have completed and submitted project JPA, signed off by Northampton County. DEQ has provided waiver letter. VMRC has assigned number, #23-2155. Claire Gorman in assignment. The USACE has acknowledged receipt, NAO-2007-02923-gdt (07-V0792, 23-V2155) (County of Northampton / Nassawadox Creek Channel Dredge / Northampton). POC is Taylor Hollingsworth. The Virginia Marine Resources Commission (VMRC) unanimously denied the Nassawadox Creek Dredging Project, despite strong regional and local support. Citing for the denial were environmental concerns, particularly potential impacts to subaqueous habitats, submerged aquatic vegetation (SAV). ANPDC staff have identified four potential upland sites that were presented and reviewed by VIMS, VMRC, and USACE staff in a December 18,2024 Pre-Application meeting as part of the VPA WMF funded Dredged Material Management Initiative for the Eastern Shore. ANPDC staff and project engineers are in process of revising the current permit application to reflect an upland disposal effort on the island. 	<i>\$4.19M for Phase 2 (\$1.10M request included in this application)</i>

Additional Requests

From	To	Request	Final Amount (after closeout)	Status
Northampton County Kings Creek FY22	Northampton County Nassawadox Creek FY22,24	Up to \$993,144.77	\$ 3,182,853.13	Not yet presented

Project Balances End of CY2024

Balances as of December 31, 2024			
	Revenues	Expenditures	Balance
Kings Creek	\$ 2,537,670.48		
		\$ (1,544,525.71)	\$ 993,144.77
Nassawadox	\$ 2,362,000.00		
		\$ (172,291.64)	\$ 2,189,708.36
Folly Creek	\$ 203,500.00		
		\$ (135,032.63)	\$ 68,467.37
Red Bank	\$ 222,060.00		
		\$ (129,013.70)	\$ 93,046.30

Supporting Documentation

The below listed supporting documentation is attached to this application.

1. Fisheries Landings for the Eastern Shore of Virginia, 2021
2. Direct Visitor Impacts Virginia Localities, 2023
3. Accomack and Northampton County Channel Condition Surveys, 2021
4. Nassawadox Creek Dredging Joint Permit Application, 2023
5. Northampton Board of Supervisors Nassawadox Creek Resolution, 2024
6. Virginia Institute of Marine Science Nassawadox Creek (VMRC #23-2155) Recommendation, 2023
7. Pre-Application Agency Meeting-Tangier Upland Placement Sites, 2024
8. Nassawadox Creek (VMRC #23-2155) Marine Resources Commission Decision Letter of Notice, 2025
9. ANPDC Kings and Nassawadox Creek Transfer Request Letter
10. US Corps of Engineers Tangier Island Beneficial Use Presentation, 2024
11. Town of Tangier and Chesapeake Bay Foundation Case Statement, 2024
12. Tangier Shoreline Protection and Resilience Working Group Minutes, 2024
13. Moffat and Nichol Cost Estimates, Electronic Correspondence 2025