



June Town Manager's Report

Economic Outlook

In June, the Town issued twenty-eight (28) building permits totaling \$62,980.87. Fifteen (15) building permits were issued for new residential construction. Ten (10) Certificates of Occupancy were issued for new homes.

The town received \$130,273.57 in realty transfer taxes collected during the month of May.

We have a total fund balance of \$5,020,184.97, which may be earmarked for future debt payments or capital projects. **Please note that some of the total balance may already be earmarked for capital improvements or budget supplements.

Land Use and Development (No updated from prior Month)

Pending Applications include:

- Heritage Shores PH6B
- Vaibhav, LLC – Liquor Store Expansion

Open Positions – Board of Adjustment

Due to an early resignation, we now have two open positions available on the Board of Adjustment.

The board position serves a three-year term. The Board of Adjustment only meets as needed when applications are received; there is no set schedule. These meetings are usually during the day.

This is an excellent opportunity to get involved with the Town. Letters of interest may be dropped off at Town Hall or submitted to townofbridgeville@gmail.com.

Annual Water Quality Report – CCR

The 2025 Water Consumer Quality Report is available on our website - bridgeville.delaware.gov. Go to the Government heading, then Public Works, and then find the link for the 2025 CCR Report on the page. You can also type in this “tiny URL” in your browser to be taken directly to the report - <https://tinyurl.com/m9etd7e5>.

This report is designed to provide details about the source of your drinking water and what it contains compared to standards set by regulatory agencies. We have reports readily available, dated as far back as 2011, on our website.



2027 Property Tax Bills

Property Tax bills will be mailed out to all property owners around the middle of July. Please remember that property tax statements are for the fiscal year beginning 7/1/2026 through 6/30/2027, which will be the date shown on your statement, and payment is due NO LATER than September 30, 2026.

Interest will automatically accrue on October 1, 2026, and at the beginning of each month thereafter if left unpaid.

The 2025 Sussex County reassessments will be used for the first time this year to determine Town of Bridgeville property taxes. As such, your assessed value and tax rate will likely look different from prior-year tax bills. The reassessment process had a range of impacts on all properties, since the last assessment was completed in 1974. Some properties will see increases, while some will see decreases compared to the prior assessment used. More information on the Town's FY27 budget process and a recap of the effects of reassessment can be viewed on our June meeting page here: <https://bridgeville.delaware.gov/events/commission-meeting-153/>.

More details on the County reassessment project can be found at <https://sussexcountyde.gov/reassessment>.

If you live in Heritage Shores and have not prepaid your Special Tax District taxes, your property tax bill will have a separate line item for those taxes. The Town will process the payment and pass it directly on to the bond management agency, Municap. Should you have any questions regarding your Special Tax District assessment, you may contact Municap directly at (443) 539-4101 or visit www.municap.com.

For all taxes, you can view or pay your tax bill through our OpenGov tax payment portal – by going to our website, under the “Pay Online” tab, and clicking “Tax Payments.” The direct link is <https://bridgevillede.taxandvenue.opengov.com/>. You can choose to create an account or simply use the search tab, which takes you to our public record portal, where you can view or pay directly.

DelDOT Contract T202407902 – Repair work to the Bridge on N. Main Street over the Bridgeville Branch

DelDOT intends to perform work on the bridge in the window of August 1, 2026, to April 15, 2027. They currently do not anticipate road closures or detours – possibly one-lane closures or shoulder closures as needed.

The bridge, which has existed in its current form since 1934 and was expanded to two lanes in 1962, is succumbing to water-related erosion. This has exposed and caused minor damage to the bridge's footers, which are the foundations supporting the structure. The bridge is currently safe for motorists to use, but if the condition is left unaddressed, it could destabilize the structure and force the Department to impose weight restrictions. Fortunately, this is being described as a relatively simple fix.



The most difficult parts of the project involve noise and stream diversion. DelDOT will contact residents in the immediate vicinity who may be impacted.

A project fact sheet and email correspondence are attached to this report.

For more information, visit <https://www.deldot.gov/projects/>

Eastern Shore Natural Gas/ Chesapeake Utilities – Regional Enhancements

We have been notified regarding work to be performed at the Eastern Shore Natural Gas/Chesapeake Utilities facility north of town. This intended work is some time off (2027-2028) – and we will share updates as we hear them.

The scope of work includes enhancements to infrastructure in Pennsylvania, Maryland, and Delaware. The Bridgeville site is described as receiving meter and regulator upgrades. The project fact sheet is attached to this report. To stay informed on this project, visit www.delmarregionalenhancement.com.

Event Recap – Concert in the Park and Memorial Brick Ceremony

Thank you to everyone who came out to our Memorial Brick and Time Capsule Ceremony, along with our Concert in the Park featuring the Star Spangled Sweethearts!

We ordered plenty of sunshine, and it was a truly beautiful event.

Special thanks to [The Wild Fizz](#) and [MY T FINE BBQ](#) for joining us, as well as our amazing town employees for putting all their hard work into organizing the day!

Keep an eye out for the reopening of the Memorial Brick Program soon – and be sure to check out our new dedicated website page for the memorial bricks under “Info” and “Bridgeville Bricks Program”.

Grant Application/ Project Updates

The first quarter of 2026 has been incredibly busy with grant applications. These applications are essential to support projects in our town that do not deplete tax revenue or reserves. Below is a summary of applications that have either been submitted or are in process to be submitted soon.





DEMA Grant Update – \$22,750. This grant provides security features to Town Hall and our water towers and well houses. The funding has been on hold with federal restrictions over the past year, and we hope that it will be released soon. The Commission approved a match to this grant for estimated project costs with the FY26 Capital Budget. We reapplied to this funding as a change request from a previously awarded project.

- **Submitted, Approved in May – To be completed this week.**

DSHA Technical Assistance Grant – Not direct funding, technical assistance. This grant provides a designated planner to the eight awarded municipalities that applied in 2025 under Senate Joint Resolution 8. The program is designed to support local governments in implementing zoning and land use reforms that promote housing opportunities.

- **Kickoff Meeting in April, first progress meeting May 12, 2026**

Chesapeake Bay Trust – Green Streets, Green Jobs, Green Towns (G3) Program – Not direct money, funds the program and any necessary expenses. The program helps plan and hold a two-day charette with key stakeholders to discuss and plan green infrastructure that minimizes flooding, manages stormwater, and creates beautification opportunities. Encourages natural approaches (rain gardens, tree canopies, aesthetic elements, etc.). Seaford did a similar project approximately two years ago, which created a pathway for ten years of capital improvement projects.

- **Submitted March 12, 2026, awaiting notice**

DelDOT Transportation Alternatives Program (TAP) – This program facilitates the development of non-traditional transportation projects with the goal of providing choices for non-motorized users that are safe, reliable, and convenient. The application would fund a study to address/assess pedestrian/bicycle facilities, shared use paths, infrastructure elements for disabled/elderly, sidewalk connectivity, safety, and more.

- **Submitted April 14, 2026, awaiting notice**

Emergency Response Protocol Proposal for Surveillance Infrastructure Evaluation – \$6,000 Value - Awarded to Western Sussex Municipalities to conduct a comprehensive evaluation of the current surveillance camera, Automatic License Plate Recognition (ALPR), and infrastructure capabilities of the Western Sussex County municipalities: Greenwood, Bridgeville, Seaford, Blades, Laurel, and Delmar. This initiative aims to provide each community with an individual report outlining their existing systems, recommendations for best practices, a proposed system architecture, and estimated funding needs for future expansion. The goal is to assist each municipality in making informed, efficient, and cost-effective decisions when implementing or upgrading public safety surveillance systems.

- **Awaiting details for next steps**

UD CRDS Project – University of Delaware Coastal Resilience Design Studio – This program works with graduate students in the University of Delaware Sustainable Coastal Communities Initiative and the University of Delaware Landscape Architecture Program to connect communities, students, not-for-profits, governmental entities, and professionals with the common goal of increasing the sustainability and resilience of Delaware's coastal communities. The



program will recognize hazards of storm surges, chronic flooding, erosion, and land subsidence, and help design solutions and resiliency plans for the same. They have worked over the last few years with Milton, Georgetown, and Slaughter Beach.

- **Kickoff meeting in April, work to be completed during UD summer semester, first working meeting scheduled June 8-9. Final presentation intended for the August regular Commission meeting.**

UD IPA Cohort – The University of Delaware Institute for Public Administration, providing technical assistance funded by USDA – Rural Community Development Initiative – Awarded to Bowers Beach, Bridgeville, Dagsboro, Ellendale, Georgetown, and Milford. RCDI grants are awarded to help low-income rural communities to support community facilities and community and economic development projects in rural areas through training and technical assistance. Delaware USDA RCDI Focus Areas: community planning, capital budgeting, and project management IPA Support Provided: training, workshops, and hands-on technical assistance Monthly Training & Workshops from January 2026 - December 2026. Ongoing Project Development Support from January 2027 to December 2027. On-call assistance throughout.

- **Already in progress – continuing throughout the year**

FY27 Community Project Funding (CPF) – Dual Application through Representative Sarah McBride and Senator Chris Coons - \$4 million combined application for the Baltimore Trust renovation project – The Vault.

- **Applications submitted on March 6 and March 20, 2026, awaiting notice**

Community Reinvestment Funds (FY27 Bond Bill) – Submitted for consideration of a 50/50 match in funding the proposed expansion to Town Hall (up to \$650,000 by estimate).

- **Submitted May 1, 2026 – NOT awarded**



Save the Date – Community Events

Thursday, August 6, 2026 – Back to School Bash and National Night Out at the Bridgeville Police Department 4:00-8:00 PM

Saturday, September 26, 2026 – Fall Town-Wide Yard Sale

Thursday, October 1, 2026 – Town-Wide Cleanup/Bulk Trash Pickup Day

Friday, October 31, 2026 – Bridgevilleween – Downtown Trunk or Treat and Trick or Treat – “Sleepy Hollow”

Tuesday, December 1, 2026 – Tree Lighting Ceremony

Saturday, December 12, 2026 – Annual Holiday Parade – “From Tree to Shining Tree”



Respectfully submitted,

Bethany DeBussy
Town Manager



10 Things for Local Leaders to Know About the “21st Century ROAD to Housing Act”

The [21st Century ROAD to Housing Act \(PDF\)](#) is the first comprehensive housing package to pass Congress in decades. The bill, which passed with overwhelming bipartisan support in the Senate ([85-5](#)) and House ([358-32](#)), aims to boost housing supply through improvements to existing programs, unlocking private capital and reducing federal regulatory barriers. Just as importantly for local governments, the package is an example of Congress choosing partnership with local governments over preemptions to address the nation's deficit of millions of units of housing.

The bill is now with the President, and enactment is expected soon. Although it will take months for federal agencies to stand up the new resources and regulatory changes in the bill, cities can start thinking about what the bill means for their own housing strategies now.

1. 21st Century ROAD to Housing Act Enhances Flexibility for Existing Grant Programs Like CDBG and HOME That Are Allocated Directly to Local Governments

The Community Development Block Grant (CDBG) program is often used now by grantees for home maintenance and repair costs that elderly and low-income households are unable to meet. Such expenditures often help preserve [naturally-occurring affordable housing](#) from falling into disrepair or from being converted to higher-market rents. Under the bill, CDBG grantees will now be able to invest CDBG funds directly into new housing construction. For cities that spent a portion of their ARPA State and Local Fiscal Recovery grant on income-targeted housing developments, this new eligibility presents an opportunity to continue such investments after the one-time ARPA funds run out.

The HOME Investment Partnership Program (HOME) also gets a major update for the first time in 30 years. The bill adjusts up income limits for beneficiaries to 100 percent of median family income so that grantees can support a mix of low-income and workforce housing needs. It also allows HOME grantees that don't also receive CDBG funds annually to use HOME grant funds for infrastructure improvements directly related to housing.

2. 21st Century ROAD to Housing Act Streamlines Federal NEPA Environmental Review Requirements for Housing and, in Some Cases, Exempts Small Developments from the NEPA Review Process

Housing developments that receive federal money must pass a NEPA review to get built. This process can cause costly building delays, and can be wielded unfairly by interest groups to delay approved housing developments from moving forward. Several provisions in the bill reduce NEPA compliance burdens or exempt certain developments from the process. The bill brings HUD NEPA review standards in alignment with other agencies, and gives HUD more authority to designate housing developments relying on federal funds as “special project funds” that grant simplified and streamlined compliance requirements. In some cases, small-scale housing construction, including infill development, may be exempted from NEPA requirements.

The bill also exempts most Rural Housing Service (RHS)-funded projects from NEPA requirements when the project is located on an infill site.

localities that demonstrate improvement on housing, grants to develop pre-approved architectural designs (pattern book homes) and a new Whole-Home Repair program are all slated to come online over the next year.

4. Annual Authorization for the CDBG-Disaster Recovery Program

If your community has endured a federally-declared disaster, you are familiar with the CDBG-DR program (and its complexities). Until now, it's been necessary for Congress to write new program rules into each new CDBG-DR grant authorization. 21st Century ROAD to Housing Act changes that by enacting a three-year authorization for CDBG-DR and establishing an Office of Disaster Management and Resiliency within HUD to administer the program. The change will improve consistency in the availability and regulation of housing recovery aid following a disaster.

5. New Resources for Technical Assistance and Capacity-Building

While 21st Century Road to Housing Act eschews pre-emptions, it does offer incentives and resources targeted to the responsibilities of local governments. The bill directs HUD to establish federal guidelines for point-access block buildings (i.e., building code for single staircase apartments with three or more stories that can be less expensive to build), and also allows HUD to award competitive grants for pilot programs to assess the feasibility of such buildings where they make local sense.

The bill also directs HUD to assemble an advisory group including local officials to develop best practices frameworks for zoning and land-use policies, with the important guardrail that prohibits HUD from taking any adverse action against states or localities decline to take advantage of a framework. For local governments that do, the best practices frameworks could offer savings compared to consultants or other costly specialists to undertake local reforms.

6. Unmet Infrastructure Needs are Recognized as an Impediment to Increasing Housing Supply and Bringing Down Costs

In addition to new infrastructure spending under the HOME Investment Partnership Program, the Innovation Fund will take a broad view of housing impediments, allowing a range of uses, including community infrastructure, and supplementing water and sewer needs.

7. Private Sector Improvements Will Increase and Enhance Public-Private Partnerships

Among provisions aimed at unlocking more private capital for attainable housing, the biggest change is an increase in the Public Welfare Investment cap that limits banks' investments in community development projects from 15 percent to 20 percent, which opens additional funds for affordable housing. A slew of community banking enhancements should lead to growth in community banks serving as local stakeholders in urban and rural communities. Also, updated rules for manufactured and modular homes should decrease costs and improve public awareness of advances in factory-built homes.

8. Small and Rural Communities Will Also Benefit

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housing programs. Also, the bill exempts most Rural Housing Service (RHS)-funded projects from NEPA requirements regarding the construction or modification of residential housing located on an infill site.

9. New Programs and Regulations Will Become Available Over Time

Agencies will need time to stand up new programs, put regulatory changes through the public comment process and identify funds to support the changes. Many of the provisions give agencies 12 to 24 months to carry out their roles under the bill. Although improvements in the bill won't be immediately available, local governments can start thinking about how they would take advantage of new programs and resources now and incorporate that thinking into long-range housing plans.

Until then, local governments can expect many opportunities to weigh in on program implementation as proposed rules are made public over time.

10. By Design, the 21st Century ROAD to Housing Act Does Not Preempt Local or State Zoning

The intent of many new programs and resources are aimed at incentivizing and assisting local governments to rethink and reform local land use ordinances in the belief that such federal-local partnerships will produce more attainable housing more quickly than pre-emptions or mandates. The federal approach might serve as an example to more aggressive state governments, or the lack of federal mandates could make some state governments more aggressive.

Moreover, CDBG grantees will be handed a new requirement to stand up and maintain a database of publicly available lands within their jurisdiction, though CDBG funds are eligible to pay for that work. Also, some CDBG grantees may see small boosts or decreases in their annual grant funds based on documented housing outcomes.

Explore the Ultimate Housing Resource for City Leaders

The *Housing Supply Accelerator Playbook: Solutions, Systems, Partnerships*, a collaboration by National League of Cities and American Planning Association, is a comprehensive resource that focuses on how city leaders can accelerate locally driven housing solution.

[LEARN MORE](#)



About the Author

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