Attachment III

Proposal to
Virginia Marine Resource Commission
Virginia Waterway Maintenance Grant Fund

Project:

Middle Peninsula Dredged Material Land Acquisition/Federal Lease & Placement Site Management Design

Applicant:
Middle Peninsula Chesapeake Bay Public Access Authority

Total Project Cost
$900,000

Note: Reduced scopes and budgets may be offered for consideration in an effort to provide VMRC with a funding level which can be accommodated due to anticipated excessive demand. The applicant is willing to discuss these changes to the scope and awarded amount if deemed necessary by VMRC.

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Executive Summary

The Middle Peninsula Chesapeake Bay Public Access Authority (MPCBPAA), enabled under 15.2-6600 in partnership with the Middle Peninsula Planning District Commission (MPPDC) enabled under 15.2-4400, respectfully requests $900,000 from the Virginia Waterway Maintenance Fund (WMF) to advance a regionally coordinated, federally compliant Dredged Material Management Area (DMMA) strategy serving seventeen (17) Congressionally authorized Federal Navigation Channels (FNCs) in rural coastal Virginia. This application supports waterway enhancement in rural coastal Virginia as defined by §15.2-7600 and should be given special consideration as noted in the WMF Guidelines. In addition, this application should also receive special consideration as noted in the WMF Guidelines as the existing investment and leveraged funds secured by the applicant and partners listed in Section 3.0 of this application, exceed a three-to-one match.

The USACE Norfolk District has recently clarified that, where dredged material placement is required beyond October 1, 2040, real property interests must comply with current federal policy. As stated by Jeff Swallos, GISP, Chief, Operations Branch, USACE Norfolk District (January 26, 2026):

> **"If the project requires a dredged material placement site beyond October 1, 2040, a new real property interest in fee simple must be acquired in accordance with current policy (ER 405-1-12, 1 May 1998), unless a policy exception is granted by HQUSACE. Planning for this acquisition should begin well in advance to avoid project delays."**

Regional Context & Urgency

The Middle Peninsula contains seventeen federally authorized shallow-draft navigation channels that support working waterfronts, commercial seafood operations, marinas, public access facilities, and marine-dependent businesses. These waterways are critical to the economic and cultural vitality of rural coastal Virginia as defined under §15.2-7600 of the Code of Virginia.

As ongoing planning efforts under the Middle Peninsula and Eastern Shore Dredged Material Management Initiative (DMMI) advance site-specific dredging projects such as Aberdeen Creek, Davis Creek, and Winter Harbor toward implementation, the U.S. Army Corps of Engineers (USACE) has clarified federal real estate requirements governing dredged material placement. Continued federal participation in dredging requires long-term, legally sufficient real property interests for placement areas.

Many historic placement areas in the Middle Peninsula are controlled through time-limited USACE easements that may not satisfy current federal requirements. Without proactive documentation, prioritization, and advancement of publicly controlled placement capacity, dredging implementation and federal cost participation are at risk.

Existing Investment & Leveraged Funds

The region has already secured substantial public investment and federal authorization, including:

- Ongoing support for the Middle Peninsula and Eastern Shore DMMI (DMMI), which is developing regional master planning, legal, regulatory, and conceptual site frameworks;
- Approximately $810,000 in congressionally directed funding dedicated to land acquisition for dredged material management purposes; and
- Approximately $7.5 million allocated to the MPCBPAA to implement the Municipal Dredging Program operational costs.
- Federal Work Plans and Community Project Funding has allocated over $24M to support shallow draft navigation in the region.

However, a critical gap remains between master planning, land acquisition funding, and dredging implementation: a consolidated federal placement compliance framework and advancement of a preferred regional DMMA to preliminary engineering readiness.

This application fills that gap.

Proposed Three-Phase Approach
Consistent with WMF eligibility for feasibility studies, pre-project engineering, and upland containment design for beneficial use, the proposed project will proceed in three coordinated phases over a 12-month period:

Phase I – Federal Navigation Channel Placement Compliance & Real Estate Inventory
Develop a consolidated placement inventory, document ownership and expiration status of existing USACE placement areas, and establish a federal compliance and risk matrix for all seventeen FNCs.

Phase II – Regional DMMA Screening, Evaluation & Selection
Identify and evaluate candidate sites capable of serving multiple federally authorized channels, integrate beneficial use considerations, and select one preferred regional DMMA for advancement.

Phase III – Preferred DMMA Advancement to Preliminary Engineering
Advance the selected site to approximately 30% conceptual engineering, including boundary and topographic survey, limited geotechnical reconnaissance, capacity refinement, order-of-magnitude cost estimating, and a permitting roadmap.

This disciplined structure ensures early decision points, focused investment in one preferred site, and tangible engineering outcomes within a 12-month timeframe.

Alignment with Commonwealth Priorities
The proposed project directly aligns with the intent of the Virginia by:

- Supporting shallow-draft navigation in rural coastal Virginia;
- Advancing feasibility and pre-project engineering;
- Supporting the design and strategic acquisition of upland containment areas; and
- Integrating Beneficial Use of Dredged Material (BUDM) for shoreline stabilization, erosion mitigation, and resilience enhancement.

By structuring regional DMMAs as managed sediment assets rather than disposal sites, this project supports the Commonwealth's increasing emphasis on beneficial use and long-term coastal resilience.

Outcome & Impact
Upon completion, the project will produce:

- A consolidated federal placement compliance inventory for all 17 FNCs;
- A documented real estate expiration and risk matrix;
- A prioritized acquisition framework;
- One preferred regional DMMA advanced to preliminary engineering readiness;
- A permitting and implementation roadmap supporting continued federal dredging participation.

The requested $900,000 investment converts prior planning, acquisition funding, and dredging implementation allocations into a coordinated, federally compliant regional dredged material management system.

By filling this critical intermediate gap, the project protects existing public investment, supports working waterfront economies, and positions the Middle Peninsula for sustainable shallow-draft navigation management into the future.

This proposal directly addresses each of the Virginia 's evaluation criteria through documented need, defined scope, regulatory feasibility, demonstrated administrative capacity, and advancement of beneficial use–supporting infrastructure.

1.0 Statement of Need and Urgency

The MPCBPAA, in partnership with the MPPDC, seeks funding to proactively address a newly clarified federal requirement that materially affects the long-term viability of dredging within the Middle Peninsula's seventeen (17) Congressionally authorized FNCs.

Under USACE Civil Works policy, and as formalized through Project Partnership Agreements (PPAs), non-Federal sponsors are required to provide, at no cost to the Federal Government, all lands, easements, rights-of-way, relocations, and dredged material disposal areas (LERDs) necessary for project construction, operation, and maintenance. In accordance with Engineer Regulation (ER) 405-1-12 (Real Estate Handbook), required real property interests for Civil Works projects must generally be acquired in fee simple unless otherwise approved by Headquarters USACE.

The Norfolk District has recently clarified that, where dredged material placement is required beyond October 1, 2040, real property interests must comply with current federal policy. As stated by Jeff Swallos, GISP, Chief, Operations Branch, USACE Norfolk District (January 26, 2026):

> "If the project requires a dredged material placement site beyond October 1, 2040, a new real property interest in fee simple must be acquired in accordance with current policy (ER 405-1-12, 1 May 1998), unless a policy exception is granted by HQUSACE. Planning for this acquisition should begin well in advance to avoid project delays."

Many historic placement areas within the Middle Peninsula are privately owned or controlled through time-limited USACE easements or lease agreements that pre-date current federal real estate policy. As these arrangements expire, they may no longer satisfy federal requirements for continued dredged material placement. **Without proactive planning, evaluation, and acquisition of publicly controlled placement areas, local sponsors risk delays or loss of federal participation in dredging projects essential to maintaining navigable access.**

The Middle Peninsula's 17 federally authorized navigation channels support commercial seafood landings, working waterfront businesses, public access facilities, marinas, and marine-dependent infrastructure across rural coastal Virginia. Disruption in dredging continuity would directly affect economic activity, public safety, and resilience in communities that depend upon shallow-draft navigation.

This project is urgent because:

- The majority of federally authorized channels lack placement areas supported by active, viable real estate interests, while others rely on time-limited easements or leases that may not meet current federal policy requirements beyond 2040. Without documented verification and corrective planning, these channels are at immediate or near-term risk of project delay.
- Where active easements exist, Federal real estate compliance must be addressed well in advance of the October 1, 2040 threshold to allow sufficient time for site identification, evaluation, acquisition, and integration into future dredging cycles.
- Placement capacity, ownership conditions, lease terms, and expiration timelines are not currently consolidated into a single, decision-ready database for the region's seventeen (17) federally authorized navigation channels.
- Publicly controlled upland containment and beneficial use areas must be strategically identified, evaluated, and advanced before existing private placement options expire or become non-compliant with federal policy.
- The region has already allocated and encumbered $810,000 toward land acquisition for dredged material management; however, planning-level evaluation, screening, and conceptual design must precede strategic acquisition to ensure federal eligibility and long-term viability.

This proposal builds upon the previously funded *Middle Peninsula and Eastern Shore Dredged Material Management Initiative* (DMMI) and advances the next critical step: developing a documented, feasible pathway for long-term, federally compliant dredged material placement that sustains navigation, supports beneficial use, and protects the Middle Peninsula's working waterfront economy.

2.0 Project Description

The MPCBPAA, in partnership with the MPPDC, is advancing the DMMI under a award originally administered by the Virginia Port Authority. The DMMI scope includes channel condition assessments, legal and regulatory analyses of in-water and upland disposal alternatives, CAD area identification studies, technical site assessments, and foundational information for potential disposal and reuse sites.

The DMMI establishes a regional Master Plan framework identifying dredging needs, conceptual disposal strategies, and potential upland and in-water alternatives. That effort significantly advances regional understanding of dredged material management challenges and opportunities.

However, as DMMI planning advances and projects such as Aberdeen Creek, Davis Creek, and Winter Harbor approach implementation, the USACE has clarified federal real estate requirements governing dredged material placement associated with federally authorized navigation channels. Continued federal participation in dredging now requires greater certainty regarding long-term, compliant real property interests for placement areas

While DMMI evaluated alternatives and conceptual sites, the next steps necessary, particularly given the recent federal stance, are:

- Create a consolidated compliance inventory for the seventeen (17) federally authorized navigation channels (FNCs) in the Middle Peninsula;
- Document the ownership, term, and expiration status of all historic placement areas relative to current federal policy;
- Establish a regional compliance risk matrix tied to federal Items of Local Cooperation obligations;
- Advance a preferred regional DMMA to preliminary engineering readiness sufficient to support strategic land acquisition and future permitting.

This proposal represents the next logical and necessary step in the region's dredged material management program. It transitions from Master Planning to documented federal compliance assurance, real estate readiness, and preliminary engineering advancement.

Geographic Area & Project Focus

The proposed project focuses on the Middle Peninsula region of rural coastal Virginia, consisting of six counties (Gloucester, Mathews, Middlesex, Essex, King and Queen, and King William) and the incorporated towns of West Point, Urbanna, and Tappahannock.
Within this region are seventeen (17) Congressionally authorized FNCs that support commercial seafood operations, working waterfronts, public access facilities, marinas, and marine-dependent businesses. These federally authorized channels constitute the primary focus of the placement compliance inventory and DMMA advancement activities described in this proposal.

Although the Middle Peninsula contains more than 120 navigable waterways, this project specifically targets the seventeen federally authorized navigation channels identified in Phase I for compliance documentation, risk categorization, and regional placement strategy development.

Regional coordination will occur through engagement with the affected counties and municipalities throughout each phase of work. Figure 1 illustrates the geographic location of the Middle Peninsula and the distribution of federally authorized navigation channels addressed in this proposal.

Figure 1: Map of Middle Peninsula localities.

The following phased structure translates this documented need and defined geographic focus into a disciplined implementation pathway. Consistent with the Virginia 's eligibility for feasibility evaluations, pre-project engineering studies, permitting strategy development, and the design of upland containment areas for beneficial use, the project will proceed in three coordinated phases:

- **Phase I:** Federal Navigation Channel Placement Compliance & Real Estate Inventory
- **Phase II:** Regional DMMA Screening, Evaluation & Selection
- **Phase III:** Preferred DMMA Advancement to Preliminary Engineering (approximately 30% level)

Together, these phases will produce a defensible, implementation-ready framework that:

- Protects continued federal dredging participation;
- Aligns with existing regional land acquisition allocations;
- Advances beneficial use and resilience objectives;
- Identifies dredged material management options for ongoing dredging design projects; and
- Positions the Middle Peninsula for long-term, sustainable shallow-draft navigation management.

2.1 Phase I – Regional Navigation Channel & DMMA Assessment

Phase I establishes a consolidated, federally defensible placement compliance framework for the seventeen (17) Congressionally authorized FNCs in the Middle Peninsula.

As DMMI advances 3 of the 17 FNC's toward implementation — Aberdeen Creek, Davis Creek, and Winter Harbor the lack of historic Federal information has slowed or stymied implantation.

The need to fully assess and document the 17 FNC's including Federal easement areas with time limited private lease holdings and local sponsor owned holding areas is critical. Phase I assessment will be a planning level effort intended to build a database of historical USACE information for all 17 FNC's of which fifteen of the water bodies were federally authorized in individual Rivers and Harbors Acts (Rappahannock River, Urbanna Creek, Pamunkey River, Milford Haven, Mattaponi River, Lockies Creek, Horn Harbor, Jackson Creek, Mill Creek, Hoskins Creek, Broad Creek, Whiting Creek, Davis Creek, Winter Harbor, Parrots Creek). Two water bodies were federally authorized by Section 107 of the Rivers and Harbors Act of 1960 (Public Law 86–645, as amended); (Aberdeen Creek and Queens Creek). The data base will include Year authorized, construction cost, maintenance cost, items of local cooperation, terminal facilities, project economic infrastructure, areas with federal leases, time

remaining on the lease, and exploration with private lease holder wiliness to sell fee simple ownership for future dredge material holding.

This work will require individual research of USACE Chief of Engineers Annual Reports, USACE Board of Engineers for Rivers and Harbors, Chesapeake Bay Fishing Harbors Economic Study, Maryland and Virginia and other required material. This information does not exist in a single repository and impacts all 17 FNC dredging projects within the Middle Peninsula

This work requires immediate clarity regarding the availability, ownership status, and long-term viability of dredged material placement areas serving federally authorized channels. Federal participation in dredging is contingent upon legally sufficient real property interests for placement, and the region must proactively document and evaluate those interests to avoid project delays.

Phase I transitions the program from conceptual alternative evaluation to documented federal placement readiness.

Upon completion of Phase I, the region will have:

- A consolidated placement inventory for all federally authorized navigation channels;
- A documented real estate expiration timeline;
- A channel-by-channel federal compliance risk matrix;
- A prioritized acquisition and advancement strategy;
- A defensible basis for advancing one or more regional DMMAs in Phase II and Phase III; and
- Funding pathway and placement eligibility decision framework.

Task 2.1.1 – Federally Authorized Navigation Channel Placement Inventory

This task documents all historic and currently identified dredged material placement areas associated with the seventeen federally authorized navigation channels within the Middle Peninsula.

For each FNC, the project will:

- Identify known historic and active placement locations
- Map placement sites using GIS parcel data
- Document ownership (public or private)
- Identify the type of real estate interest (fee simple, easement, lease, license)
- Document term and expiration (if applicable)
- Identify any federal lease or USACE-controlled interest
- Associate each placement site with the navigation channel(s) it serv

This task focuses exclusively on placement compliance conditions and does not duplicate DMMI channel characterization work.

Deliverable 2.1.1:

Federal Navigation Channel Placement Inventory & GIS Mapping Atlas.

Task 2.1.2 – Real Estate Term, Expiration & Federal Interest Review

This task evaluates the sufficiency of documented placement interests relative to current federal requirements and dredging implementation timelines.

For each placement area identified in Task 1.1, the project will:

- Review expiration timelines of easements and leases
- Identify placement areas lacking documented long-term control
- Evaluate whether ownership structure appears consistent with current USACE fee interest expectations (planning-level review)

- Identify channels where placement documentation is incomplete or unclear
- The intent is to create transparency around potential compliance vulnerabilities before dredging contracts are executed.

Deliverable 2.1.2:
Real Estate Status & Expiration Summary Table.

Task 2.1.3 – Federal Compliance & Risk Categorization Matrix
Using the information compiled in Tasks 1.1 and 1.2, each federally authorized navigation channel will be categorized according to placement compliance condition:

- Compliant & Viable – Placement supported by publicly controlled or long-term real estate interests consistent with federal requirements.
- At-Risk (Time-Limited) – Placement dependent on expiring or potentially non-compliant interests.
- Deficient or Undocumented – No clearly documented viable placement meeting federal standards.

This risk matrix will be structured to support both regional planning and near-term dredging implementation decisions.

Deliverable 2.1.3:
Federal Placement Compliance & Risk Matrix (Channel-by-Channel).

Task 2.1.4 – Regional Placement Demand & Acquisition Priority Analysis
Building upon DMMI volume assumptions and current dredging design projects, this task evaluates placement demand relative to compliant capacity.

This task will:

- Estimate cumulative placement demand across federally authorized channels
- Compare demand against placement areas categorized as compliant
- Identify geographic clusters where regional DMMAs could serve multiple FNCs
- Establish acquisition and advancement priority tiers based on:
    - Expiration urgency
    - Federal dredging recurrence
    - Volume demand
    - Proximity efficiencies

This task directly informs the screening and advancement work in Phase II and aligns with the region's existing land acquisition allocation.

Deliverable 2.1.4:
Regional Placement Capacity & Acquisition Prioritization Report.

2.1.5 Funding Pathway & Placement Eligibility Decision Framework
Placement site planning, design, acquisition, and construction may be funded through different sources, including federal participation, state funding, or locally administered programs. The source of funding can materially influence:

- Real estate requirements (e.g., fee simple ownership expectations);

- Items of Local Cooperation obligations;
- Eligibility of dredging projects that may use a given placement site;
- Federal nexus and associated permitting requirements; and
- Long-term operational flexibility for the non-federal sponsor.

For example, placement areas planned, designed, and constructed with federal participation may be subject to federal real estate policy and may be limited to use by specifically authorized federal navigation projects. Conversely, placement areas advanced with state or locally administered funding may provide greater flexibility in determining which dredging projects may utilize the site, subject to regulatory constraints and sponsor-defined operating parameters.

To ensure informed decision-making, this task will develop a structured decision-support framework for the non-federal sponsor that clarifies the implications of funding pathways on:

- Placement eligibility;
- Long-term site control and management authority;
- Beneficial use flexibility; and
- Future federal participation options.

This framework will be presented as a decision tree or flow chart that illustrates the relationship between funding source, real estate requirements, and allowable placement uses. The objective is to provide the MPCBPAA and participating localities with a clear governance roadmap prior to advancing site acquisition and engineering.

Deliverable 2.1.5:
Funding Pathway & Placement Eligibility Decision Tree (Flow Chart) and Accompanying Memorandum.

Phase II – Regional DMMA Screening, Evaluation & Selection

Phase II builds directly upon the Federal Placement Compliance & Risk Matrix developed in Phase I (Section 2.1). Using documented compliance gaps, expiration timelines, and projected placement demand, this phase identifies and evaluates candidate DMMAs capable of serving high-priority federally authorized navigation channels.

This phase is targeted and implementation-oriented. Screening and evaluation will focus on:

- Channels categorized as At-Risk or Deficient in Phase I;
- Geographic clusters where shared placement improves efficiency; and
- Sites capable of supporting near-term dredging implementation projects, potentially including Aberdeen Creek, Davis Creek, and Winter Harbor, or other identified priority channels.

The objective of Phase II is to identify at least one preferred regional DMMA site (and, if appropriate, a secondary alternative) suitable for advancement to preliminary engineering in Phase III.

2.2.1 Targeted Parcel Identification & GIS Suitability Screening

Using Phase I prioritization results, this task identifies candidate parcels capable of serving as regional DMMAs.
Work will include:

- Identification of publicly owned and acquisition-eligible parcels;

- GIS-based environmental constraint mapping (wetlands, floodplain, resource areas);
- Access evaluation (pipeline corridors, barge feasibility, haul routes);
- Proximity analysis to multiple federally authorized channels;
- Preliminary acreage and footprint suitability assessment;
- Fatal flaw screening (e.g., insufficient size, prohibitive environmental conflicts, deed restrictions).

This screening will respond directly to compliance gaps and capacity shortfalls identified in Phase I.

Deliverable 2.2.1:
GIS Suitability Screening & Parcel Shortlist Report.

2.2.2 Multi-Channel Serviceability & Capacity Modeling
For parcels passing initial screening, this task evaluates their ability to serve multiple federally authorized navigation channels efficiently.
Work will include:

- Planning-level capacity modeling tied to projected dredging volumes;
- Evaluation of phased cell development potential;
- Shared infrastructure opportunities;
- Sequencing analysis for recurring dredging cycles;
- High-level lifecycle capacity recovery assumptions (re-excavation and beneficial use).

The goal is to determine whether candidate sites can function as regional hubs rather than single-project disposal areas.

Deliverable 2.2.2:
Multi-Channel Serviceability & Regional Capacity Analysis Memorandum.

2.2.3 Preliminary Beneficial Use & Resilience Integration Evaluation
Consistent with WMF priorities, this task evaluates how candidate DMMAs can support beneficial use and resilience objectives.

For shortlisted sites, the project will:

- Identify shoreline stabilization and erosion mitigation reuse pathways;
- Evaluate environmental restoration opportunities;
- Consider elevation enhancement and flood mitigation applications;
- Assess re-excavation logistics to maintain long-term capacity.

This remains a planning-level evaluation to inform site selection and Phase III engineering.

Deliverable 2.2.3:
Beneficial Use & Resilience Integration Summary.

2.2.4 Preferred Site Selection & Advancement Recommendation
Using outputs from Tasks 2.2.1–2.2.3, this task formalizes selection of one preferred regional DMMA site (and potentially one secondary alternative).

Selection criteria will include:

- Reduction of federal compliance risk;

- Capacity relative to projected demand;
- Technical feasibility;
- Proximity efficiencies;
- Alignment with available acquisition funding;
- Beneficial use integration potential;
- Implementation readiness for near-term dredging projects.

This task concludes Phase II by establishing a defensible basis for advancing the selected site into Phase III preliminary engineering.

Deliverable 2.2.4:
Preferred DMMA Selection & Advancement Memorandum.

2.3 Phase III – Preferred DMMA Advancement to Preliminary Engineering

Phase III advances the preferred DMMA identified in Phase II to preliminary engineering readiness (approximately 30% design level) sufficient to support:

- Strategic land acquisition;
- Demonstration of federal placement compliance capability;
- Future permitting;
- Phased implementation planning; and
- Continued federal participation in dredging projects.

This phase transitions the project from site identification to technical validation and implementation readiness while remaining within the scope of pre-project engineering and feasibility development. Any efficiencies realized during planning will be utilized to further advance design and permitting.

At completion of Phase III, the region will have:

- A technically validated preferred regional DMMA site;
- Conceptual engineering sufficient for acquisition and funding decisions;
- Refined capacity and cost projections;
- A defined regulatory pathway; and
- A clear roadmap to implementation.

2.3.1 Boundary Verification & Topographic Survey

To support conceptual engineering and capacity modeling, this task will:

- Confirm property boundaries;
- Develop a topographic base map;
- Identify access corridors and staging areas;
- Map existing drainage patterns and constraints;
- Establish baseline site conditions.

This task provides the technical foundation for conceptual layout development and capacity calculations.

Deliverable 2.3.1:
Boundary & Topographic Survey Package.

2.3.2 Limited Geotechnical & Site Reconnaissance

This task will conduct reconnaissance-level subsurface exploration sufficient to inform conceptual containment and embankment planning.

Work will include:

- Targeted borings or test pits (limited scope);
- Preliminary soil classification;
- General groundwater depth assessment;
- Planning-level evaluation of embankment suitability.

This is not a full construction geotechnical investigation but will reduce uncertainty and support defensible cost estimates.

Deliverable 2.3.2:
Geotechnical Reconnaissance Memorandum.

2.3.3 Conceptual DMMA Layout & Containment Design (Approx. 30%)
Using survey and geotechnical inputs, this task will develop conceptual engineering plans including:

- Preliminary cell configuration and footprint;
- Conceptual dike alignments and elevations;
- Staging and access layout;
- Decanting and return-water management concept;
- Storm resilience and freeboard considerations;
- Phased development plan aligned with dredging cycles.

Drawings will be prepared at a conceptual (approximately 30%) level sufficient to support permitting strategy and cost estimation.

Deliverable 2.3.3:
30% Conceptual Engineering Drawings & Basis of Planning Report.

2.3.4 Capacity Refinement & Order-of-Magnitude Cost Estimate
This task refines regional capacity modeling and develops planning-level cost estimates.

Work will include:

- Refined volumetric capacity calculations;
- Phased cell sequencing analysis;
- Lifecycle capacity restoration strategy (re-excavation/beneficial use cycles);
- Order-of-magnitude capital cost estimate (Class 4/5 level);
- Preliminary operational considerations (high-level).

This establishes realistic funding needs for future implementation.

Deliverable 2.3.4:
Capacity Refinement & Preliminary Capital Cost Estimate Report.

2.3.5 Permitting & Regulatory Roadmap

This task establishes the regulatory pathway for eventual implementation.
Work will include:

- Identification of federal, state, and local permits likely required;
- NEPA pathway considerations (if federal nexus applies);
- Water quality and return-flow permitting strategy;
- Zoning and land use considerations;
- Pre-application coordination (as appropriate).

This task does not include preparation of final permit applications.

Deliverable 2.3.5:
Permitting & Regulatory Strategy Memorandum.

2.3.6 Implementation & Acquisition Alignment Strategy
This task connects preliminary engineering to actionable next steps.
Work will include:

- Alignment with the existing $810,000 land acquisition allocation;
- Phased implementation roadmap;
- Identification of future funding pathways (federal/state match potential);
- Sequencing relative to active dredging design projects.

This ensures Phase III produces a usable implementation bridge rather than a conceptual study.

Deliverable 2.3.6:
Implementation & Acquisition Advancement Plan.

3.0 Budget & Leveraged Funding Strategy

Existing Regional Investment
The Middle Peninsula continues to leverage secured public investment to advance dredged material management and dredging implementation across the region, but this investment does not adequately support a planned network of sites needed for the municipal dredging program.
Ongoing investments include:

- Ongoing support for the DMMI, which is developing regional master planning, legal, regulatory, and conceptual site frameworks;
- Approximately $810,000 in congressionally directed funding dedicated to land acquisition for dredged material management purposes; and
- Approximately $7.5 million allocated to the MPCBPAA to implement the Municipal Dredging Program operational costs.
- Federal Work Plans and Community Project Funding has allocated over $24M to support shallow draft navigation in the region.

The dredging these above funds support cannot occur without adequate placement site capacity.

The Remaining Gap

While funding exists for master planning, land acquisition, and dredging construction, a critical gap remains:

- A consolidated federal placement compliance inventory for the 17 federally authorized navigation channels;
- Documentation of expiration timelines and real estate sufficiency;
- A prioritized acquisition framework tied to federal risk;
- Preliminary engineering validation of a preferred regional DMMA.

Without this intermediate step, acquisition funding cannot be deployed strategically, and dredging funds remain vulnerable to placement-related delays or federal participation constraints.

This application fills that specific and previously unaddressed gap.

Proposed WMF Budget

Phase / Task	**Description**	**Amount**
Phase I – Federal Navigation Channel Placement Compliance & Real Estate Inventory		
2.1.1	Federal Navigation Channel Placement Inventory & GIS Atlas	$70,000
2.1.2	Real Estate Term & Expiration Review	$35,000
2.1.3	Federal Compliance & Risk Matrix Development	$30,000
2.1.4	Regional Placement Capacity & Acquisition Prioritization Analysis	$25,000
2.1.5	Funding Pathway & Placement Eligibility Decision Memorandum	$25,000
	Phase I Subtotal	*$185,000*
Phase II – Regional DMMA Screening, Evaluation & Selection		
2.2.1	GIS Suitability Screening & Parcel Shortlist	$70,000
2.2.2	Multi-Channel Serviceability & Capacity Modeling	$55,000
2.2.3	Beneficial Use & Resilience Integration Evaluation	$35,000
2.2.4	Preferred Site Selection & Advancement Memorandum	$40,000
	Phase II Subtotal	*$200,000*
Phase III – Preferred DMMA Advancement to Preliminary Engineering		
2.3.1	Boundary & Topographic Survey	$80,000
2.3.2	Limited Geotechnical Investigation	$90,000
2.3.3	30% Conceptual Engineering & Layout Development	$100,000
2.3.4	Capacity Refinement & Order-of-Magnitude Cost Estimate	$30,000
2.3.5	Permitting & Regulatory Roadmap	$20,000
2.3.6	Implementation & Acquisition Alignment Strategy	$20,000
	Phase III Subtotal	*$340,000*
Project Management & Grant Administration	Project oversight, procurement, Legal QA/QC, financial management, reporting, and agency coordination	$175,000
	TOTAL WMF FUNDING REQUEST	**$900,000**

How This Request Leverages Prior Investment

The requested $900,000 in WMF funding provides the compliance, engineering, and acquisition-readiness bridge between:

- DMMI master planning efforts,
- Available land acquisition funds, and
- Municipal dredging implementation dollars.

By advancing a preferred regional DMMA to preliminary engineering readiness and establishing a defensible federal compliance framework, this project:

- Protects continued federal participation in dredging;
- Enables strategic use of $810,000 in land acquisition funding;
- Supports deployment of $7.5 million in Municipal Dredging Program funds; and
- Converts prior planning investments into implementation-ready infrastructure.

In effect, this request transforms existing planning and funding commitments into a coordinated, federally compliant regional dredged material management system. The intentional management of this grant ensures that this complex, multi-phase effort is executed efficiently, strategically sequenced with existing land acquisition and dredging implementation funds, and aligned with federal placement compliance requirements, while maintaining full adherence to WMF administrative and reporting standards.

The requested $900,000 represents a strategic bridge investment that leverages more than $8 million in secured planning, acquisition, and dredging implementation funding, substantially exceeding the WMF's three-to-one match consideration threshold.

4.0 Project Schedule

The proposed work is structured for completion within twelve (12) months from Notice to Proceed; however, to account for potential land access coordination, survey scheduling, or regulatory consultation timing, the grant term may extend up to twenty-four (24) months if necessary to ensure orderly and compliant completion of Phase III activities. The schedule is structured to allow overlapping task execution, early decision-making, and timely advancement of one preferred DMMA to preliminary engineering readiness.

Phases I and II are structured to produce a preferred site selection decision by approximately Month 6, allowing Phase III field work and conceptual engineering to proceed without delay.

12-Month Schedule Overview

Month	**Activity**
Month 1	Project kickoff; consultant procurement (if required); data collection begins
Months 1–3	Phase I – Placement inventory, real estate review, compliance & risk matrix development
Months 3–6	Phase II – GIS screening, multi-channel capacity modeling, beneficial use evaluation, preferred site selection
Month 6	Preferred DMMA site formally selected
Months 6–8	Boundary & topographic survey (Phase III)
Months 7–9	Limited geotechnical investigation & laboratory analysis
Months 8–11	30% conceptual engineering development; capacity refinement; cost estimate preparation
Months 9–11	Permitting & regulatory coordination; implementation alignment strategy
Month 12	Final documentation, executive briefing, and project closeout

The schedule is intentionally structured to:

- Complete federal compliance analysis early to inform site screening;
- Advance only one preferred DMMA into survey and geotechnical investigation to maintain cost control and schedule discipline;
- Allow engineering to proceed in parallel with laboratory analysis;
- Produce a complete preliminary engineering and acquisition-readiness package within twelve months.

The 12-month schedule assumes:

- Timely access to real estate documentation;
- Site access authorization for survey and limited geotechnical exploration upon preferred site selection;
- Standard seasonal field conditions;
- No requirement for full permit application preparation during this phase.

If unforeseen field conditions, access constraints, or federal coordination requirements impact survey or geotechnical activities, the project may require modest schedule adjustment. In addition, if Phase II identifies a secondary site requiring limited reconnaissance to confirm feasibility, minor overlap in survey or desktop evaluation may occur without altering the overall 12-month completion target.

5.0 Feasibility of the Proposed Planning Project

The proposed project is technically, institutionally, and statutorily feasible and directly aligned with the intent of the Virginia and applicable provisions of the Code of Virginia and builds directly upon existing regional planning, secured funding, and active dredging program implementation.

Statutory & Programmatic Eligibility

The Middle Peninsula qualifies as rural coastal Virginia under §15.2-7600 of the Code of Virginia, which identifies localities dependent upon working waterfronts, commercial seafood industries, and shallow-draft navigable waterways. Special consideration is provided under WMF guidelines for projects supporting waterway enhancement in rural coastal Virginia.

The seventeen (17) federally authorized navigation channels addressed in this proposal are shallow-draft channels that support the congressionally driven commerce requirement for commercial seafood operations, marinas, public wharfs and public access facilities, and boat yards. Continued navigability of these waterways is essential to the economic and community viability of the region.

This project also aligns directly with WMF eligible uses, including:

- Feasibility and pre-project engineering studies;
- Design, lease, or purchase of upland containment areas; and
- BUDM for environmental restoration and mitigation of coastal erosion or flooding

Accordingly, the proposed phased advancement of a regional DMMA fully conforms to program eligibility requirements.

Alignment with Beneficial Use of Dredged Material Priorities

The Commonwealth of Virginia has increasingly emphasized BUDM as the preferred long-term placement strategy, prioritizing reuse for shoreline stabilization, erosion mitigation, marsh creation, and flood resilience over single-use disposal.

This proposal directly advances that policy direction by:

- Integrating beneficial use planning into site screening (Phase II);
- Designing upland containment areas to support selective re-excavation and reuse cycles (Phase III);
- Evaluating resilience and elevation enhancement opportunities; and
- Structuring regional DMMAs as managed sediment assets rather than disposal sites.

By advancing a publicly controlled regional DMMA to preliminary engineering readiness, this project creates infrastructure capable of supporting long-term BUDM strategies consistent with evolving legislative and policy priorities.

Technical Feasibility

The DMMI has already established foundational understanding of channel conditions, sediment characteristics, regulatory constraints, and conceptual dredged material management alternatives. Active dredging design efforts for Aberdeen Creek, Davis Creek, and Winter Harbor further demonstrate that channel needs are well documented and implementation-ready.

The present request does not initiate speculative planning. Rather, it advances documented regional needs through:

- Consolidation of federally authorized navigation channel placement conditions;
- Real estate and expiration analysis;
- Targeted site screening based on documented compliance gaps; and
- Advancement of preferred regional DMMA(s) to preliminary engineering (approximately 30% level).

The phased structure ensures decision points before field work begins and limits engineering advancement to one preferred site, maintaining both technical focus and schedule control.

Institutional Feasibility

The MPPDC and MPCBPAA have demonstrated experience managing awards and coordinating multi-jurisdictional dredging initiatives.

MPPDC is currently advancing DMMI under prior WMF funding and has established administrative systems for:

- Consultant procurement and oversight;
- Grant reporting and reimbursement documentation;
- Intergovernmental coordination; and
- Regional stakeholder engagement.

The MPCBPAA has been allocated approximately $7.5 million to advance the Municipal Dredging Program and is actively coordinating dredging implementation across multiple localities. This established institutional framework provides the administrative and technical capacity required to complete the proposed work within the 12-month schedule.

Financial Feasibility
This project is supported by substantial leveraged investment, including:

- Ongoing WMF support for DMMI planning efforts;
- Approximately $810,000 in congressionally directed funding dedicated to land acquisition for dredged material management; and
- Approximately $7.5 million allocated to the Municipal Dredging Program.

The requested $900,000 WMF investment fills the critical intermediate gap between master planning, land acquisition funding, and dredging implementation dollars. The project does not rely on speculative future funding to complete the proposed scope.

Regulatory & Permitting Feasibility
Phases I and II consist of planning-level inventory, screening, and analysis activities that do not require construction permits.

Phase III includes boundary survey and limited geotechnical reconnaissance only. These activities will be conducted in accordance with applicable state and local requirements. Preparation of full permit applications is not included in this request; rather, a permitting and regulatory roadmap will be developed to guide subsequent implementation.

This structured approach ensures that the project remains feasible within the proposed 12-month timeframe without dependence on extended permitting processes.

Overall Feasibility Conclusion
The project is statutorily eligible, technically disciplined, institutionally supported, financially leveraged, and aligned with the Commonwealth's increasing emphasis on BUDM. It advances a compliant, publicly controlled regional DMMA capable of supporting federal navigation maintenance while promoting long-term resilience and coastal restoration objectives.

6.0 Status of Necessary Permits

The proposed project consists of planning, compliance documentation, site screening, and preliminary engineering activities. No construction activities are included within the scope of this request.
Phases I and II involve document review, GIS analysis, compliance evaluation, and site screening. These activities do not require federal, state, or local construction permits.

Phase III includes boundary verification, topographic survey, and limited geotechnical reconnaissance at the preferred DMMA site. These activities will be conducted in accordance with applicable state and local requirements and do not constitute construction of a dredged material containment facility.

Preparation and submission of full construction permit applications are not included in this request. Instead, Task 2.3.5 will develop a Permitting & Regulatory Roadmap identifying:

- Anticipated federal, state, and local permits;

- Potential National Environmental Policy Act (NEPA) considerations if a federal nexus applies;
- Water quality and return-flow requirements;
- Zoning and land use considerations; and
- Recommended sequencing for future permit applications.

This phased approach ensures that the project can be completed within the proposed schedule without dependency on extended regulatory review timelines, while positioning the preferred DMMA site for efficient advancement into formal permitting following completion of this planning effort.

7.0 Project Management & Administrative Capacity

The MPCBPAA, in partnership with the MPPDC, possesses the institutional capacity, technical expertise, and administrative infrastructure necessary to successfully implement the proposed project within the proposed schedule.

Governance & Program Structure

The MPCBPAA serves as the regional entity responsible for advancing public access and dredging-related initiatives across the Middle Peninsula. The MPCBPAA is actively administering the Municipal Dredging Program, for which approximately $7.5 million has been allocated to support implementation of shallow-draft dredging projects.

MPPDC provides regional planning, financial management, and grant administration services in support of the MPCBPAA and its member localities. MPPDC is currently advancing the DMMI under prior WMF funding and has established administrative systems for:

- Consultant procurement and contract management;
- Financial tracking and reimbursement documentation;
- Quarterly and annual reporting;
- Multi-jurisdictional coordination; and
- Compliance with state and federal grant requirements.

This established framework provides continuity and minimizes administrative startup risk.

Project Management & Oversight

Project management and grant administration will be provided through a dedicated PM & Grant Management function, funded as a separate line item in the project budget. This structure ensures:

- Centralized oversight of scope, schedule, and budget;
- Quality assurance and quality control (QA/QC) review of technical deliverables;
- Coordination between engineering consultants, survey teams, geotechnical contractors, and regulatory agencies;
- Ongoing communication with the VMRC and USACE; and
- Timely submission of reimbursement requests and required documentation.

Given the multi-phase structure of this project — including federal compliance documentation, regional screening, survey and geotechnical coordination, preliminary engineering development, and interagency consultation — dedicated project management oversight is essential to ensure disciplined execution, cost control, and schedule performance. The project management structure is intentionally designed to provide centralized coordination, QA/QC review of technical deliverables, financial accountability, and

direct communication with VMRC and USACE throughout the project lifecycle. This separation of management oversight from technical production strengthens accountability and delivery performance.

Technical Expertise & Consultant Bench

MPPDC and the MPCBPAA have cultivated a regional bench of technical experts with experience in:

- Dredging program management;
- Coastal and hydraulic engineering;
- Geotechnical analysis;
- BUDM;
- Regulatory compliance and permitting strategy; and
- GIS-based suitability modeling.

Through DMMI and related initiatives, the region has established working relationships with engineering firms, sediment management specialists, and regulatory consultants familiar with the hydrodynamic, environmental, and real estate conditions of the Middle Peninsula.

In addition, the region maintains access to academic institutions and research partners capable of providing technical consultation related to sediment characterization, coastal resilience, and beneficial use applications. This broader technical network strengthens the project's analytical rigor and policy alignment.

Interagency Coordination

Successful advancement of a regional DMMA requires coordination with:

- USACE-Norfolk District;
- VMRC and various other state agencies;
- Local governments and planning staff;
- Environmental regulatory agencies; and
- Potential land acquisition stakeholders.

MPPDC and the MPCBPAA have demonstrated experience coordinating across these entities under prior WMF initiatives and the Municipal Dredging Program. Existing communication channels and established professional relationships reduce institutional friction and enhance schedule reliability.

Administrative Controls & Financial Management

MPPDC maintains established financial management systems to ensure:

- Proper procurement procedures;
- Invoice verification and cost tracking;
- Documentation of eligible expenses;
- Compliance with state and federal grant requirements; and
- Timely reporting to funding agencies.

This administrative infrastructure ensures that WMF funds will be managed transparently and in accordance with all applicable guidelines. MPPDC maintains a federally compliant procurement policy and financial management system consistent with state grant requirements.

Capacity Conclusion
The combined governance structure of the MPCBPAA and MPPDC, supported by an experienced technical consultant bench and established interagency relationships, provides the organizational capacity necessary to implement the proposed three-phase project efficiently and responsibly.
The project management framework is designed to ensure disciplined execution, regulatory coordination, and timely advancement of one preferred regional DMMA to preliminary engineering readiness within the proposed 12-month schedule.

8.0 Potential Beneficial Use of Dredged Materials

Alignment with Commonwealth Policy Direction
The Commonwealth of Virginia has increasingly emphasized BUDM as a preferred long-term strategy for managing sediment generated from Chesapeake Bay and tidal tributary dredging projects. Beneficial use generally includes the placement or reuse of dredged material for ecological restoration and coastal resilience purposes, such as:

- Submerged aquatic vegetation (SAV) restoration;
- Island and shoreline stabilization;
- Wetland creation, restoration, or enhancement; and
- Fish and shellfish habitat improvement.

This policy direction reflects a broader shift toward managing sediment as a resource rather than a waste material.

Regional Implementation Context
MPPDC is currently engaged in Coastal Zone Management (CZM)–funded initiatives focused on SAV mitigation strategies and regional beneficial use implementation planning to compliment the ongoing DMMI. These efforts evaluate in-water and shoreline restoration opportunities that depend upon reliable access to dredged material.

However, effective beneficial use implementation often requires:

- Temporary upland staging areas;
- Dewatering and conditioning prior to reuse;
- Controlled storage aligned with environmental windows; and
- Flexibility to coordinate dredging cycles with restoration timing.

Without publicly controlled upland capacity, beneficial use opportunities may be limited by logistical constraints.

Role of the Proposed Regional DMMA
The regional DMMA advanced through this proposal provides the enabling infrastructure necessary to support future beneficial use projects. By advancing a publicly controlled DMMA to preliminary engineering readiness, this project will:

- Provide compliant upland containment capacity for temporary staging and dewatering;
- Facilitate phased reuse of sediment for shoreline stabilization, wetland enhancement, and habitat restoration projects;
- Improve regional flexibility to align dredging events with restoration opportunities; and

- Support long-term sediment management strategies consistent with evolving Commonwealth priorities.

The Phase III conceptual engineering will incorporate containment configuration and lifecycle capacity strategies that allow selective re-excavation and reuse, positioning the region to implement beneficial use projects as funding and restoration opportunities arise.

Coastal Mitigation & Resilience Outcomes

By strengthening publicly controlled placement capacity, this project enhances the Middle Peninsula's ability to mitigate coastal erosion, improve habitat conditions, and support flood resilience initiatives while maintaining compliance with federal navigation placement requirements.

The proposed DMMA is structured as sediment management infrastructure that supports navigation maintenance and environmental restoration objectives in tandem.

9.0 Potential Beneficial Impact to the Community

Advancement of a federally compliant regional DMMA directly supports the efficient implementation of dredging projects across the Middle Peninsula. By reducing placement uncertainty and federal compliance risk, this project strengthens the region's ability to maintain navigable access for commercial watermen, recreational boaters, and marine-dependent businesses.

The dredging of shoaled channels will benefit the community in a variety of ways. First, by providing ease of access to and from the waters of the Commonwealth for commercial watermen as well as recreational boaters. Second, the US Coast Guard has the potential to use the open channels to reach calls more quickly. Finally, boaters traveling past the dredged channels will more easily and safely be able access the marinas, boat yards and other working waterfront businesses located in the region. This will bring more revenue to local businesses and increase visibility of the Middle Peninsula in the boating community. As explained above, the local government programs are anticipated to create and grow the dredging industry, resulting in new direct, indirect, and induced jobs, businesses and services in the region.

The Middle Peninsula and Eastern Shores' working waterfronts were inventoried in 2011 and may be found here:
https://www.deq.virginia.gov/Portals/0/DEQ/CoastalZoneManagement/FundsInitiativesProjects/task92-12c.pdf.

Additionally, establishing operations via public-private partnerships or other means where manufacturing of dredged material may occur for any material not beneficially used will directly contribute to local communities and economies via the creation of new jobs. Concrete products made of dredged material have the potential to help local, state, and national deficits in concrete as well as providing innovative solutions which can help reduce nutrient loading and even absorption of carbon from the atmosphere. The MPPDC has established professional relationships and a strong history working with private sector companies committed to partnering to advance innovative and beneficial solutions for the reuse of dredged material via the manufacturing of concrete products.

10.0 Economic Justification for Need

The Middle Peninsula's rural coastal localities are fiscally constrained and heavily dependent on working waterfront industries, marine-dependent businesses, and navigable shallow-draft waterways. While the

General Assembly has prioritized dredging through the WMF , continued implementation depends upon secure and compliant dredged material placement capacity. Without advancement of a regional DMMA, existing dredging allocations remain vulnerable to delay or loss of federal participation.

The channels to be included in the proposed effort are essential gateways to the Middle Peninsula's working waterfronts. Economically, working waterfront industries contribute to rural coastal Virginia's local and regional economies. Revenue is generated through tourism and recreation, boat building, harvesting of natural resources, maritime transport, and marine construction.

Within the Middle Peninsula recreation and commercial activity provide a large economic benefit to the counties as well as the Commonwealth. **Appendix A** presents the Maritime Jobs data from NOAA for all counties involved in the project. **Appendix B** offers a list of Virginia Marine Resources Commission Commercial Licenses and Permits purchased by member jurisdictions' residents. A summary from the Virginia Working Waterfronts Master Plan (2015) of economic activity in the Middle Peninsula is included below.

ESSEX COUNTY –$7,285 in VMRC Commercial Licenses & Permits representing 42 different types of licenses (2015).

GLOUCESTER COUNTY –$181,098 in VMRC Commercial Licenses & Permits representing 104 different types of licenses (2015)

KING WILLIAM COUNTY –$8,245 in VMRC Commercial Licenses & Permits representing 39 different types of licenses (2015)

KING & QUEEN COUNTY–$6,993 in VMRC Commercial Licenses & Permits representing 35 different types of licenses (2015).

MIDDLESEX COUNTY–$70,435 in VMRC Commercial Licenses & Permits representing 80 different types of licenses (2015).

MATHEWS COUNTY–$57,481 in VMRC Commercial Licenses & Permits representing 86 different types of licenses (2015).

Table 4: Maritime jobs counting for employees, wages (2013), and good & services (NOAA Coastal County Snapshots, 2013).

County	Maritime Employees	Percentage of Jobs in County	Maritime job Wages	Goods and Services
Mathews	111	1.7%	$1 million	$2 million
Gloucester	902	9.5%	$12 million	$23 million
Middlesex	247	7.7%	$4 million	$8 million
Essex	400	-	$5.7 million	$10.8 million

Please note that NOAA does not track data for King William and King & Queen Counties, which is why they are not included in this table.

Additionally, previous MPPDC studies have shown a direct correlation between navigability and local property values. Local findings indicate that for every foot of change in channel depth in a navigable channel, there is a 16% change in real estate value to properties adjacent to the subject waterway. For instance, if a channel shoals by one-foot, real estate values decrease 16% in response to that change. Conversely, if dredging results in a channel that is deeper by two feet, then real estate values increase by 32%. This finding demonstrates how critical navigability is to the tax base of rural coastal localities and it

is anticipated that the proposed activities will have significant to real estate property values in the region.

Finally, and most importantly, implementation depends upon resolution of placement compliance constraints. The outcomes of the proposed activities will be transferrable to other rural localities around the Commonwealth and result in optimal and cost-efficient government operation.

Appendix A: NOAA Maritime Jobs Snapshot – Middle Peninsula PDC Jurisdictions

COASTAL COUNTY SNAPSHOTS
coast.noaa.gov/snapshots/

Maritime Jobs Snapshot

Essex County, Virginia

Maritime Jobs = A Healthy Economy

In 2015, maritime-related businesses provided NA of the total jobs in Essex County. This represents a 0% increase in maritime jobs since 2005. Nationwide, maritime jobs represent double the number of jobs supported by agriculture.

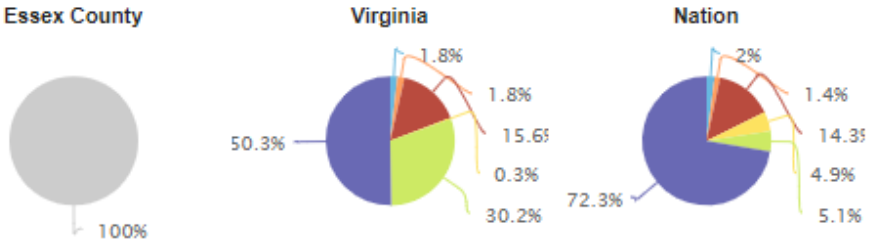
Essex County maritime jobs account for

0	NA	NA
employees	in wages	in goods & services

in 2015

Maritime Jobs by Sector

Comparing Essex County's maritime sectors to the state and nation shows how local concerns may or may not coincide with state and national priorities.



Essex County Percentages

- Tourism and Recreation (NA)
- Living Resources (NA)
- Marine Transportation (NA)
- Suppressed (100.0%)
- Ship and Boat Building (NA)
- Offshore Mineral Extraction (NA)
- Marine Construction (NA)

Job Trends

When making coastal management decisions, it is important to understand how the six sectors have changed over time.

Essex County Percent Changes

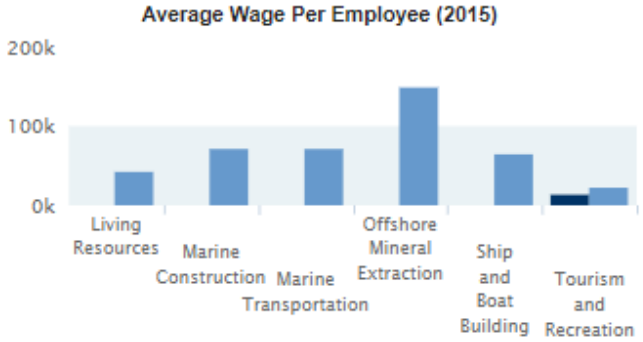
- Tourism and Recreation (-3.8%)
- Marine Transportation (NA)
- Ship and Boat Building (NA)
- Marine Construction (NA)
- Living Resources (NA)
- Suppressed (100.0%)
- Offshore Mineral Extraction (NA)

County and National Wages

Higher local wages can be attractive to employees but a deterrent to new or expanding businesses. Managers should consider cost of living rates when making this comparison.

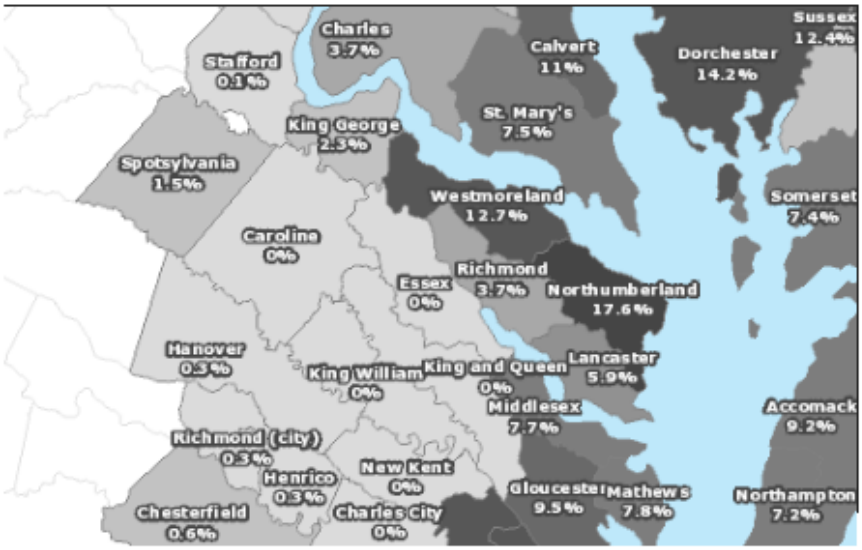
Impact of Part-time Workers

Average tourism wages can be smaller due to the high percentage of part-time workers, but total tourism wages are often among the highest because of the large number of people employed.



County National

Understanding Neighbors Makes a Region Stronger



Knowing how neighboring communities depend on maritime resources can be important when it comes to developing regional governance policies that benefit all. See the Coastal County Snapshots for nearby counties to better understand regional similarities and differences.

Maritime Jobs as % of Total Jobs (2015)

- < 1%
- 1-3%
- 3-5%
- 5-8%
- 8-12%
- 12-16%
- 16-20%
- > 20%

Digging Deeper

This snapshot provides a good starting point, but there are aspects of the economy that are not captured in this analysis. Information to help fill these gaps is listed below.

Frequently Asked Questions

Key Economic Sectors

Economic statistics that focus on employment, like those used in this snapshot, miss the contributions of the self-employed. However, the self-employed are an important part of some sectors, like commercial fishing. NOAA compiles a wide range of data on commercial fishing that more fully illustrates this sector's economic importance.

Values Outside the Market

Because many of the natural features that make the coast attractive can be enjoyed at no cost, their value is not evident in the "market" data (jobs, wages, etc.). However, independent studies have estimated these "nonmarket" values (aesthetics, health, safety, etc.).

- National Ocean Economics Program

Combining Data to Make Decisions

Combining information on market and nonmarket values to inform coastal management can be complicated. Below are a few resources that will assist in this task.

- General overview in laymen's terms
- Developing and using information on nonmarket values
- Assessing tradeoffs

Additional Coastal Economic Resources

- NOAA Fisheries Social Indicators
- Marine Ecosystem Services Partnership
- Introduction to Economics for Coastal Managers

Data Source for This Snapshot

Economics: National Ocean Watch (ENOW). This data set provides ocean- and Great Lakes-related establishments, employment, and wages computed using the Bureau of Labor Statistics' Quarterly Census of Employment and Wages, and gross domestic product (GDP) data derived from state GDP statistics from the Bureau of Economic Analysis.

Maritime Jobs Snapshot

COASTAL COUNTY SNAPSHOTS
coast.noaa.gov/snapshots/

Gloucester County, Virginia

Maritime Jobs = A Healthy Economy

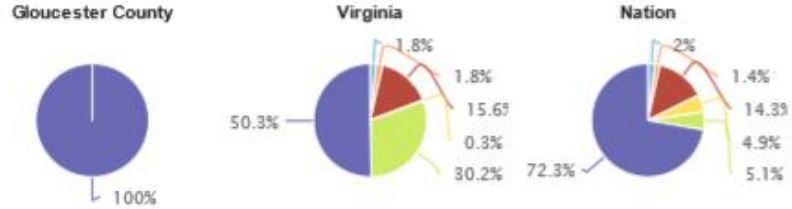
In 2015, maritime-related businesses provided 10.9% of the total jobs in Gloucester County. This represents a 65% increase in maritime jobs since 2005. Nationwide, maritime jobs represent double the number of jobs supported by agriculture.

Gloucester County maritime jobs account for

1,012	$15m	$28m
employees	in wages in 2015	in goods & services

Maritime Jobs by Sector

Comparing Gloucester County's maritime sectors to the state and nation shows how local concerns may or may not coincide with state and national priorities.



Gloucester County Percentages

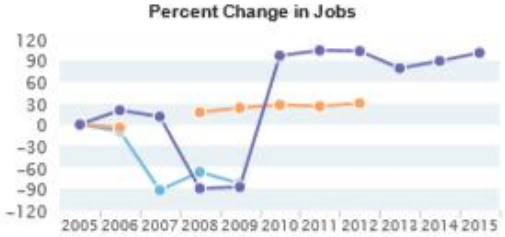
- Tourism and Recreation (100.0%)
- Living Resources (NA)
- Marine Transportation (NA)
- Suppressed (0.0%)
- Ship and Boat Building (NA)
- Offshore Mineral Extraction (NA)
- Marine Construction (NA)

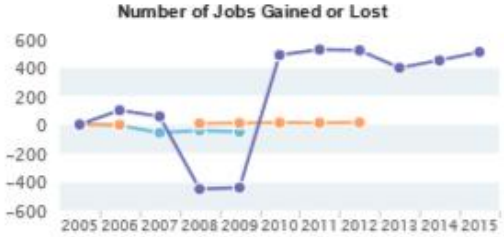
Job Trends

When making coastal management decisions, it is important to understand how the six sectors have changed over time.

Gloucester County Percent Changes

- Tourism and Recreation (100.4%)
- Marine Transportation (NA)
- Ship and Boat Building (NA)
- Marine Construction (NA)
- Living Resources (NA)
- Suppressed (0.0%)
- Offshore Mineral Extraction (NA)





County and National Wages

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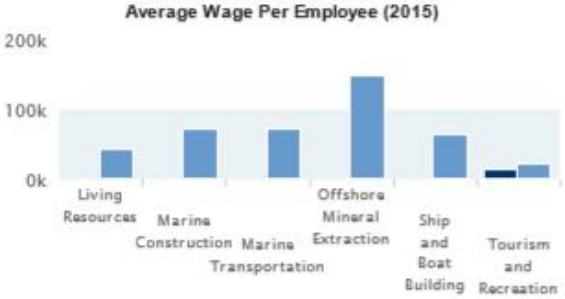
Impact of Part-time Workers

Average tourism wages can be smaller due to the high percentage of part-time workers, but total tourism wages are often among the highest because of the large number of people employed.



County National

Understanding Neighbors Makes a Region Stronger

Knowing how neighboring communities depend on maritime resources can be important when it comes to developing regional governance policies that benefit all. See the Coastal County Snapshots for nearby counties to better understand regional similarities and differences.

Maritime Jobs as % of Total Jobs (2015)

- < 1%
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- 12-16%
- 16-20%
- > 20%

Digging Deeper

This snapshot provides a good starting point, but there are aspects of the economy that are not captured in this analysis. Information to help fill these gaps is listed below.

Frequently Asked Questions (https://coast.noaa.gov/snapshots/faq/ocean-jobs.pdf)

Key Economic Sectors

Economic statistics that focus on employment, like those used in this snapshot, miss the contributions of the self-employed. However, the self-employed are an important part of some sectors, like commercial fishing. NOAA compiles a wide range of data on commercial fishing (http://www.st.nmfs.noaa.gov/commercial-fisheries/index) that more fully illustrates this sector's economic importance.

Values Outside the Market

Because many of the natural features that make the coast attractive can be enjoyed at no cost, their value is not evident in the "market" data (jobs, wages, etc.). However, independent studies have estimated these "nonmarket" values (aesthetics, health, safety, etc.).

- National Ocean Economics Program (http://www.oceaneconomics.org/nonmarket/)

Combining Data to Make Decisions

Combining information on market and nonmarket values to inform coastal management can be complicated. Below are a few resources that will assist in this task.

- General overview in laymen's terms (http://www.ecosystemvaluation.org)
- Developing and using information on nonmarket values (http://nepis.epa.gov/Adobe/PDF/P100ERJY.pdf)
- Assessing tradeoffs (https://coast.noaa.gov/digitalcoast/tools/invest.html)

Additional Coastal Economic Resources

- NOAA Fisheries Social Indicators (http://www.st.nmfs.noaa.gov/humandimensions/social-indicators/index)
- Marine Ecosystem Services Partnership (http://www.marineecosystemservices.org/)
- Introduction to Economics for Coastal Managers (https://coast.noaa.gov/digitalcoast/training/economics.html)

Data Source for This Snapshot

Economics: National Ocean Watch (ENOW) (https://coast.noaa.gov/dataregistry/search/collection/info/enow). This data set provides ocean- and Great Lakes-related establishments, employment, and wages computed using the Bureau of Labor Statistics' Quarterly Census of Employment and Wages, and gross domestic product (GDP) data derived from state GDP statistics from the Bureau of Economic Analysis.

Maritime Jobs Snapshot

Mathews County, Virginia

COASTAL COUNTY SNAPSHOTS
coast.noaa.gov/snapshots/

Maritime Jobs = A Healthy Economy

In 2015, maritime-related businesses provided 5.4% of the total jobs in Mathews County. This represents a 35% decrease in maritime jobs since 2005. Nationwide, maritime jobs represent double the number of jobs supported by agriculture.

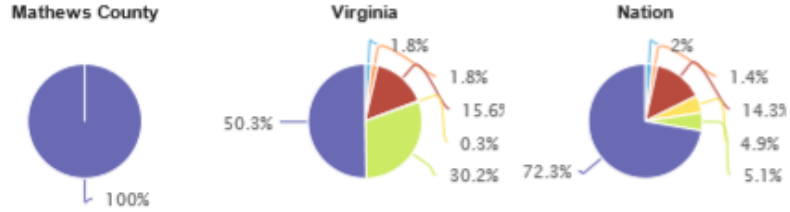
Mathews County maritime jobs account for

79	$878k	$2m
employees	in wages	in goods & services

in 2015

Maritime Jobs by Sector

Comparing Mathews County's maritime sectors to the state and nation shows how local concerns may or may not coincide with state and national priorities.



Mathews County Percentages

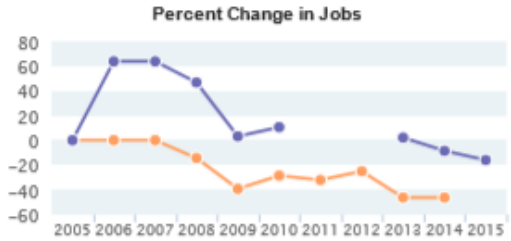
- Tourism and Recreation (100.0%)
- Living Resources (NA)
- Marine Transportation (NA)
- Suppressed (0.0%)
- Ship and Boat Building (NA)
- Offshore Mineral Extraction (NA)
- Marine Construction (NA)

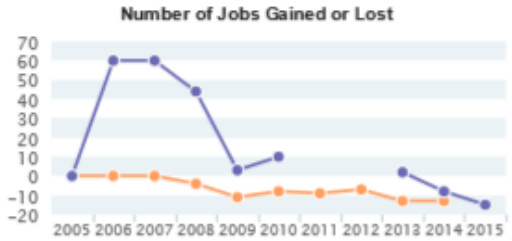
Job Trends

When making coastal management decisions, it is important to understand how the six sectors have changed over time.

Mathews County Percent Changes

- Tourism and Recreation (-16.0%)
- Marine Transportation (NA)
- Ship and Boat Building (NA)
- Marine Construction (NA)
- Living Resources (NA)
- Suppressed (0.0%)
- Offshore Mineral Extraction (NA)





County and National Wages

Higher local wages can be attractive to employees but a deterrent to new or expanding businesses. Managers should consider cost of living rates when making this comparison.

Impact of Part-time Workers

Average tourism wages can be smaller due to the high percentage of part-time workers, but total tourism wages are often among the highest because of the large number of people employed.

County National

Understanding Neighbors Makes a Region Stronger

Knowing how neighboring communities depend on maritime resources can be important when it comes to developing regional governance policies that benefit all. See the Coastal County Snapshots for nearby counties to better understand regional similarities and differences.

Maritime Jobs as % of Total Jobs (2015)

- < 1%
- 1-3%
- 3-5%
- 5-8%
- 8-12%
- 12-16%
- 16-20%
- > 20%

Digging Deeper

This snapshot provides a good starting point, but there are aspects of the economy that are not captured in this analysis. Information to help fill these gaps is listed below.

Frequently Asked Questions (https://coast.noaa.gov/snapshots/faq/ocean-jobs.pdf)

Key Economic Sectors

Economic statistics that focus on employment, like those used in this snapshot, miss the contributions of the self-employed. However, the self-employed are an important part of some sectors, like commercial fishing. NOAA compiles a wide range of data on commercial fishing (http://www.st.nmfs.noaa.gov/commercial-fisheries/index) that more fully illustrates this sector's economic importance.

Values Outside the Market

Because many of the natural features that make the coast attractive can be enjoyed at no cost, their value is not evident in the "market" data (jobs, wages, etc.). However, independent studies have estimated these "nonmarket" values (aesthetics, health, safety, etc.).

- National Ocean Economics Program (http://www.oceaneconomics.org/nonmarket/)

Combining Data to Make Decisions

Combining information on market and nonmarket values to inform coastal management can be complicated. Below are a few resources that will assist in this task.

- General overview in laymen's terms (http://www.ecosystemvaluation.org)
- Developing and using information on nonmarket values (http://nepis.epa.gov/Adobe/PDF/P100ERJY.pdf)
- Assessing tradeoffs (https://coast.noaa.gov/digitalcoast/tools/invest.html)

Additional Coastal Economic Resources

- NOAA Fisheries Social Indicators (http://www.st.nmfs.noaa.gov/humandimensions/social-indicators/index)
- Marine Ecosystem Services Partnership (http://www.marineecosystemservices.org/)
- Introduction to Economics for Coastal Managers (https://coast.noaa.gov/digitalcoast/training/economics.html)

Data Source for This Snapshot

Economics: National Ocean Watch (ENOW) (https://coast.noaa.gov/dataregistry/search/collection/info/enow). This data set provides ocean- and Great Lakes-related establishments, employment, and wages computed using the Bureau of Labor Statistics' Quarterly Census of Employment and Wages, and gross domestic product (GDP) data derived from state GDP statistics from the Bureau of Economic Analysis.

COASTAL COUNTY SNAPSHOTS
coast.noaa.gov/snapshots/

Maritime Jobs Snapshot

Middlesex County, Virginia

Maritime Jobs = A Healthy Economy

In 2015, maritime-related businesses provided 6.4% of the total jobs in Middlesex County. This represents a 46% decrease in maritime jobs since 2005. Nationwide, maritime jobs represent double the number of jobs supported by agriculture.

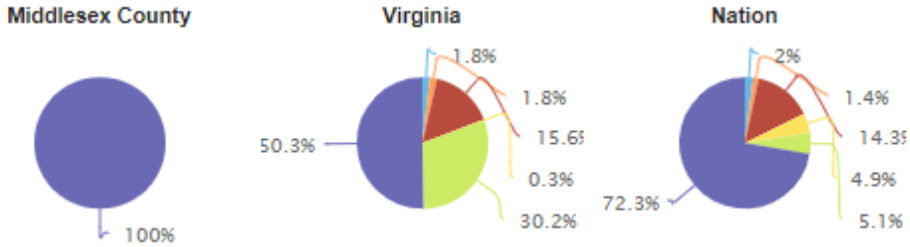
Middlesex County maritime jobs account for

206	$5m	$9m
employees	in wages	in goods & services

in 2015

Maritime Jobs by Sector

Comparing Middlesex County's maritime sectors to the state and nation shows how local concerns may or may not coincide with state and national priorities.



Middlesex County Percentages

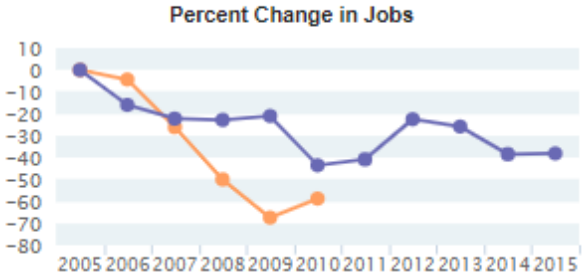
- Tourism and Recreation (100.0%)
- Living Resources (NA)
- Marine Transportation (NA)
- Suppressed (0.0%)
- Ship and Boat Building (NA)
- Offshore Mineral Extraction (NA)
- Marine Construction (NA)

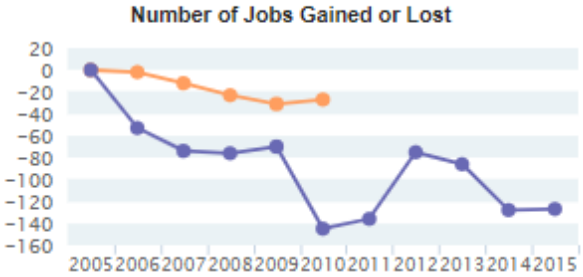
Job Trends

When making coastal management decisions, it is important to understand how the six sectors have changed over time.

Middlesex County Percent Changes

- Tourism and Recreation (-38.1%)
- Marine Transportation (NA)
- Ship and Boat Building (NA)
- Marine Construction (NA)
- Living Resources (NA)
- Suppressed (0.0%)
- Offshore Mineral Extraction (NA)





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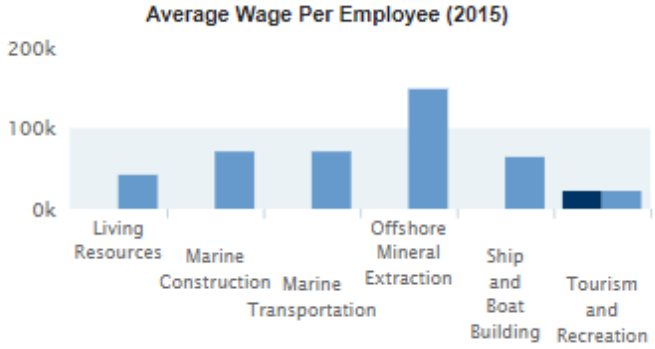

County National

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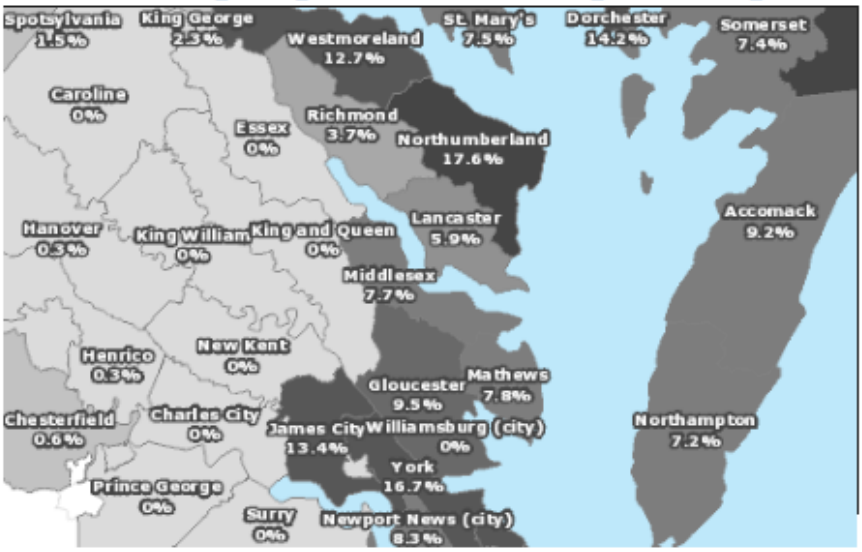

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Appendix B: VMRC 2018 Commercial Licenses and Permits

Virginia Marine Resources Commission
2018 VMRC Commercial Licenses and Permits By County

Essex County

Gear	Description	Licenses	Individuals	Price	Total
104	OYSTERS BY HAND TONGS	1	1	$10.00	$10.00
106	OYSTERS BY HAND SCRAPE	2	2	$50.00	$100.00
108	OYS AQUACULT PROD OWNER PERMIT	1	1	$10.00	$10.00
109	OYS AQUACULT HARVESTER PERMIT	1	1	$5.00	$5.00
134	SHELLFISH HARVESTER TAG	1	1	$10.00	$10.00
209	CRAB HAND SCRAPE-DOUBLE	1	1	$53.00	$53.00
211	CRAB POT-85 OR LESS	3	3	$48.00	$144.00
212	CRAB POT-170 TO 255	3	3	$79.00	$237.00
215	CRAB SHED TANK-20 OR LESS	3	3	$9.00	$27.00
217	CRAB PEELER POT-210 OR LESS	5	5	$36.00	$180.00
227	CRAB AGENT PERMIT	1	1	$0.00	$0.00
303	GILL NETS-600 OR LESS	15	6	$16.00	$240.00
304	GILL NETS-1200 OR LESS	7	2	$24.00	$168.00
349	SB BAY PERMIT	4	4	$0.00	$0.00
352	SB BAY TAG TRANSFER	8	4	$0.00	$0.00
354	AM SHAD BYCATCH PERMIT	1	1	$0.00	$0.00
370	CLASS A GILL NET PERMIT	3	3	$0.00	$0.00
372	CLASS B GILL NET PERMIT	3	3	$0.00	$0.00
379	USER FEE OYSTER ALL GEAR	2	2	$300.00	$600.00
382	USER FEE SHUCKING < 10000 GAL	1	1	$1000.00	$1000.00
385	USER FEE OYSTER SINGLE BUYER	1	1	$100.00	$100.00
387	USER FEE PRIVATE OYSTER AQUACULTURE	1	1	$50.00	$50.00
388	FISH POT-100 OR LESS	1	1	$19.00	$19.00
391	EEL POT-100 OR LESS	1	1	$19.00	$19.00
402	SHUCKING HOUSE-TO 10,000	1	1	$33.00	$33.00
411	BUYERS BUSINESS PLACE	1	1	$126.00	$126.00
412	OYSTER SINGLE BUYER LICENSE	1	1	$50.00	$50.00
414	OYSTER BUYER BOAT/TRUCK IDENTIFIER PERMIT	2	1	$0.00	$0.00
471	SPRING TROPHY ST BASS REC PERMIT	15	15	$0.00	$0.00
473	COBIA RECREATIONAL PERMIT	34	34	$0.00	$0.00
475	TILEFSH/GRPR REC LANDING PERMIT	17	17	$0.00	$0.00
476	BLACK SEA BASS REC PERMIT	1	1	$0.00	$0.00
500	COMMERCIAL REGISTRATION	16	16	$190.00	$3040.00
501	COMM REGISTRATION-SENIOR CITIZ	2	2	$90.00	$180.00
516	TRANSFERRED COMM REG CARD SR	1	1	$90.00	$90.00
717	TRANSFERRED PEELER POT	1	1	$36.00	$36.00
770	TRANS CLASS A GILL NET	1	1	$0.00	$0.00
805	CHARTER/HEAD BOAT-MORE THAN 6	1	1	$100.00	$100.00
811	CLASS B FISHING GUIDE LICENSE	1	1	$100.00	$100.00
992	REPLACEMENT DECAL	1	1	$1.00	$1.00
				Total Essex County	**$6,728.00**

Virginia Marine Resources Commission
2018 VMRC Commercial Licenses and Permits By County

Gloucester County

Gear	Description	Licenses	Individuals	Price	Total
102	OYSTER PATENT TONGS-SINGLE	12	12	$35.00	$420.00
103	OYSTER DREDGE PUBLIC GROUND	30	30	$50.00	$1500.00
104	OYSTERS BY HAND TONGS	125	125	$10.00	$1250.00
105	OYSTER PATENT TONGS-DOUBLE	7	7	$70.00	$490.00
106	OYSTERS BY HAND SCRAPE	169	169	$50.00	$8450.00
108	OYS AQUACULT PROD OWNER PERMIT	21	21	$10.00	$210.00
109	OYS AQUACULT HARVESTER PERMIT	63	63	$5.00	$315.00
110	OYS AQUACULT VESSEL PERMIT	11	7	$0.00	$0.00
111	CLAM BY HAND/RAKE	1	1	$24.00	$24.00
112	CLAM PATENT TONGS-SINGLE	6	6	$58.00	$348.00
113	CLAM DREDGE-HAND	1	1	$19.00	$19.00
119	CLAM AQUACULT PROD OWNER PERMIT	2	2	$10.00	$20.00
121	CLAM AQUACULT VESSEL PERMIT	4	1	$0.00	$0.00
122	AQUACULTURE HUSBANDRY PERMIT	5	5	$0.00	$0.00
123	WARMWATER SHELLFISH GPS PRMT	1	1	$0.00	$0.00
125	SHELLFISH ICING PERMIT	33	28	$0.00	$0.00
126	DAILY SHELLFISH RELAY PERMIT	12	1	$150.00	$1800.00
131	CONCH-DREDGE	2	2	$58.00	$116.00
132	CHANNELED WHELK POT	5	5	$51.00	$255.00
133	SHELLFISH BULK TAG	21	18	$10.00	$210.00
134	SHELLFISH HARVESTER TAG	66	55	$10.00	$660.00
208	CRAB HAND SCRAPE-SINGLE	3	3	$26.00	$78.00
209	CRAB HAND SCRAPE-DOUBLE	4	4	$53.00	$212.00
211	CRAB POT-85 OR LESS	14	14	$48.00	$672.00
212	CRAB POT-170 TO 255	72	72	$79.00	$5688.00
213	CRAB POT-256 TO 425	12	12	$127.00	$1524.00
215	CRAB SHED TANK-20 OR LESS	12	11	$9.00	$108.00
216	CRAB SHED TANK-OVER 20	8	8	$19.00	$152.00
217	CRAB PEELER POT-210 OR LESS	35	35	$36.00	$1260.00
222	CRAB POT-86 TO 127	8	8	$79.00	$632.00
223	CRAB POT-128 TO 170	1	1	$79.00	$79.00
227	CRAB AGENT PERMIT	5	5	$0.00	$0.00
228	ALTERNATE HOURS PERMIT, CRABBING	4	4	$0.00	$0.00
229	MEDICAL EXEMPTION PERMIT, CRABBING	1	1	$0.00	$0.00
280	CRAB TRAP	47	4	$8.00	$376.00
302	STAKED GILL NET	4	1	$24.00	$96.00
303	GILL NETS-600 OR LESS	198	72	$16.00	$3168.00
304	GILL NETS-1200 OR LESS	108	38	$24.00	$2592.00
305	COMMERCIAL FISH CAST/THROW NET	1	1	$13.00	$13.00
308	FISH TROT LINE	8	5	$19.00	$152.00
309	COMMERCIAL FISH DIP NET	1	1	$9.00	$9.00
310	HAUL SEINE-UNDER 500 YDS	8	8	$48.00	$384.00
311	HAUL SEINE-500 YDS & OVER	6	6	$146.00	$876.00

Virginia Marine Resources Commission
2018 VMRC Commercial Licenses and Permits By County

319	COMMERCIAL HOOK & LINE	12	12	$31.00	$372.00
320	COMMERCIAL FISH PIER	2	2	$83.00	$166.00
331	COMM HOOK & LINE STRIPED BASS	7	7	$31.00	$217.00
349	SB BAY PERMIT	34	34	$0.00	$0.00
352	SB BAY TAG TRANSFER	100	40	$0.00	$0.00
354	AM SHAD BYCATCH PERMIT	5	5	$0.00	$0.00
365	SPINY DOGFISH LIMIT ENTRY PRMT	5	5	$0.00	$0.00
370	CLASS A GILL NET PERMIT	67	67	$0.00	$0.00
372	CLASS B GILL NET PERMIT	34	34	$0.00	$0.00
379	USER FEE OYSTER ALL GEAR	184	184	$300.00	$55200.00
381	USER FEE SHUCKING < 1000 GAL	1	1	$500.00	$500.00
382	USER FEE SHUCKING < 10000 GAL	2	2	$1000.00	$2000.00
385	USER FEE OYSTER SINGLE BUYER	3	3	$100.00	$300.00
386	USER FEE OYSTER MULTIPLE BUYER	4	4	$300.00	$1200.00
387	USER FEE PRIVATE OYSTER AQUACULTURE	21	21	$50.00	$1050.00
388	FISH POT-100 OR LESS	12	12	$19.00	$228.00
389	FISH POT-300 OR LESS	6	6	$24.00	$144.00
390	FISH POT- OVER 300	3	3	$62.00	$186.00
391	EEL POT-100 OR LESS	8	8	$19.00	$152.00
392	EEL POT-300 OR LESS	9	9	$24.00	$216.00
393	EEL POT- OVER 300	5	5	$62.00	$310.00
401	SHUCKING HOUSE-UNDER 1000	1	1	$12.00	$12.00
402	SHUCKING HOUSE-TO 10,000	2	2	$33.00	$66.00
410	SEAFOOD BUYERS TRUCK	29	8	$63.00	$1827.00
411	BUYERS BUSINESS PLACE	9	9	$126.00	$1134.00
412	OYSTER SINGLE BUYER LICENSE	3	3	$50.00	$150.00
413	OYSTER MULTIPLE BUYER LICENSE	4	4	$100.00	$400.00
414	OYSTER BUYER BOAT/TRUCK IDENTIFIER PERMIT	12	7	$0.00	$0.00
415	CHANNELED WHELK BUYERS PERMIT	11	1	$0.00	$0.00
416	HORSESHOE CRAB BUYING PERMIT	11	1	$0.00	$0.00
417	BLACK DRUM BUYER PERMIT	11	1	$0.00	$0.00
419	STRIPED BASS BUYER PERMIT	13	3	$0.00	$0.00
420	EEL BUYER PERMIT	1	1	$0.00	$0.00
421	EEL SELF-MARKET PERMIT	2	2	$0.00	$0.00
471	SPRING TROPHY ST BASS REC PERMIT	87	87	$0.00	$0.00
473	COBIA RECREATIONAL PERMIT	258	258	$0.00	$0.00
475	TILEFSH/GRPR REC LANDING PERMIT	74	74	$0.00	$0.00
476	BLACK SEA BASS REC PERMIT	17	17	$0.00	$0.00
500	COMMERCIAL REGISTRATION	280	280	$190.00	$53200.00
501	COMM REGISTRATION-SENIOR CITIZ	48	48	$90.00	$4320.00
502	COMM REG TRANSFD FROM DELAYED	1	1	$0.00	$0.00
515	TRANSFERRED COMM REG CARD	7	7	$190.00	$1330.00
516	TRANSFERRED COMM REG CARD SR	3	3	$90.00	$270.00
600	SEAFOOD LANDING LICENSE	6	1	$175.00	$1050.00
601	SUMMER FLOUNDER ENDORSEMENT	2	1	$0.00	$0.00

Virginia Marine Resources Commission
2018 VMRC Commercial Licenses and Permits By County

709	TRANSFERRED CRAB SCRAPE-DOUBLE	1	1	$53.00	$53.00
711	TRANSFERRED CRAB POT 100	3	3	$48.00	$144.00
712	TRANSFERRED CRAB POT 300	7	7	$79.00	$553.00
717	TRANSFERRED PEELER POT	3	3	$36.00	$108.00
719	TRANSFERRED HOOK & LINE	1	1	$31.00	$31.00
732	TRANSFERRED CHANNELED WHELK	1	1	$51.00	$51.00
770	TRANS CLASS A GILL NET	1	1	$0.00	$0.00
800	CHARTER/HEAD BOAT-6 & UNDER	6	5	$90.00	$740.00
805	CHARTER/HEAD BOAT-MORE THAN 6	1	1	$175.00	$175.00
810	CLASS A FISHING GUIDE LICENSE	5	5	$100.00	$500.00
811	CLASS B FISHING GUIDE LICENSE	1	1	$100.00	$100.00
815	STRIPED BASS CHARTER PERMIT	3	3	$0.00	$0.00
820	COMMERCIAL PIER-SALTWT RECREAT	2	2	$632.00	$1264.00
825	BOAT RENTAL	4	1	$14.00	$56.00
992	REPLACEMENT DECAL	12	6	$1.00	$12.00
			Total Gloucester County		**$163,945.00**

Virginia Marine Resources Commission
2018 VMRC Commercial Licenses and Permits By County

King William County

Gear	Description	Licenses	Individuals	Price	Total
103	OYSTER DREDGE PUBLIC GROUND	1	1	$50.00	$50.00
104	OYSTERS BY HAND TONGS	1	1	$10.00	$10.00
106	OYSTERS BY HAND SCRAPE	2	2	$50.00	$100.00
108	OYS AQUACULT PROD OWNER PERMIT	2	2	$10.00	$20.00
125	SHELLFISH ICING PERMIT	1	1	$0.00	$0.00
211	CRAB POT-85 OR LESS	10	10	$48.00	$480.00
212	CRAB POT-170 TO 255	3	3	$79.00	$237.00
215	CRAB SHED TANK-20 OR LESS	2	2	$9.00	$18.00
217	CRAB PEELER POT-210 OR LESS	4	4	$36.00	$144.00
222	CRAB POT-86 TO 127	2	2	$79.00	$158.00
227	CRAB AGENT PERMIT	1	1	$0.00	$0.00
302	STAKED GILL NET	2	2	$24.00	$48.00
303	GILL NETS-600 OR LESS	34	11	$16.00	$544.00
304	GILL NETS-1200 OR LESS	3	3	$24.00	$72.00
308	FISH TROT LINE	17	1	$19.00	$323.00
310	HAUL SEINE-UNDER 500 YDS	1	1	$48.00	$48.00
319	COMMERCIAL HOOK & LINE	2	2	$31.00	$62.00
331	COMM HOOK & LINE STRIPED BASS	1	1	$31.00	$31.00
349	SB BAY PERMIT	9	9	$0.00	$0.00
352	SB BAY TAG TRANSFER	16	9	$0.00	$0.00
354	AM SHAD BYCATCH PERMIT	4	4	$0.00	$0.00
370	CLASS A GILL NET PERMIT	8	8	$0.00	$0.00
372	CLASS B GILL NET PERMIT	5	5	$0.00	$0.00
379	USER FEE OYSTER ALL GEAR	2	2	$300.00	$600.00
381	USER FEE SHUCKING < 1000 GAL	1	1	$500.00	$500.00
385	USER FEE OYSTER SINGLE BUYER	1	1	$100.00	$100.00
387	USER FEE PRIVATE OYSTER AQUACULTURE	2	2	$50.00	$100.00
389	FISH POT-300 OR LESS	1	1	$24.00	$24.00
391	EEL POT-100 OR LESS	1	1	$19.00	$19.00
392	EEL POT-300 OR LESS	1	1	$24.00	$24.00
401	SHUCKING HOUSE-UNDER 1000	1	1	$12.00	$12.00
410	SEAFOOD BUYERS TRUCK	1	1	$63.00	$63.00
411	BUYERS BUSINESS PLACE	1	1	$126.00	$126.00
412	OYSTER SINGLE BUYER LICENSE	1	1	$50.00	$50.00
414	OYSTER BUYER BOAT/TRUCK IDENTIFIER PERMIT	1	1	$0.00	$0.00
419	STRIPED BASS BUYER PERMIT	1	1	$0.00	$0.00
420	EEL BUYER PERMIT	1	1	$0.00	$0.00
471	SPRING TROPHY ST BASS REC PERMIT	27	27	$0.00	$0.00
473	COBIA RECREATIONAL PERMIT	83	83	$0.00	$0.00
475	TILEFSH/GRPR REC LANDING PERMIT	21	21	$0.00	$0.00
476	BLACK SEA BASS REC PERMIT	2	2	$0.00	$0.00
500	COMMERCIAL REGISTRATION	21	21	$190.00	$3990.00
501	COMM REGISTRATION-SENIOR CITIZ	4	4	$90.00	$360.00

Virginia Marine Resources Commission
2018 VMRC Commercial Licenses and Permits By County

515	TRANSFERRED COMM REG CARD	1	1	$190.00	$190.00
800	CHARTER/HEAD BOAT-6 & UNDER	3	3	$90.00	$270.00
810	CLASS A FISHING GUIDE LICENSE	2	2	$100.00	$200.00
811	CLASS B FISHING GUIDE LICENSE	1	1	$100.00	$100.00
812	FISH GUIDE RECIPROCITY PERMIT	1	1	$0.00	$0.00
815	STRIPED BASS CHARTER PERMIT	1	1	$0.00	$0.00
992	REPLACEMENT DECAL	9	1	$1.00	$9.00
		Total King William County			**$9,082.00**

Virginia Marine Resources Commission
2018 VMRC Commercial Licenses and Permits By County

King and Queen County

Gear	Description	Licenses	Individuals	Price	Total
103	OYSTER DREDGE PUBLIC GROUND	1	1	$50.00	$50.00
104	OYSTERS BY HAND TONGS	3	3	$10.00	$30.00
106	OYSTERS BY HAND SCRAPE	5	5	$50.00	$250.00
108	OYS AQUACULT PROD OWNER PERMIT	1	1	$10.00	$10.00
109	OYS AQUACULT HARVESTER PERMIT	1	1	$5.00	$5.00
208	CRAB HAND SCRAPE-SINGLE	1	1	$26.00	$26.00
211	CRAB POT-85 OR LESS	4	4	$48.00	$192.00
212	CRAB POT-170 TO 255	1	1	$79.00	$79.00
215	CRAB SHED TANK-20 OR LESS	2	2	$9.00	$18.00
216	CRAB SHED TANK-OVER 20	1	1	$19.00	$19.00
217	CRAB PEELER POT-210 OR LESS	4	4	$36.00	$144.00
227	CRAB AGENT PERMIT	2	2	$0.00	$0.00
280	CRAB TRAP	32	2	$8.00	$256.00
302	STAKED GILL NET	2	1	$24.00	$48.00
303	GILL NETS-600 OR LESS	20	6	$16.00	$320.00
304	GILL NETS-1200 OR LESS	6	2	$24.00	$144.00
308	FISH TROT LINE	1	1	$19.00	$19.00
311	HAUL SEINE-500 YDS & OVER	1	1	$146.00	$146.00
320	COMMERCIAL FISH PIER	1	1	$83.00	$83.00
354	AM SHAD BYCATCH PERMIT	1	1	$0.00	$0.00
370	CLASS A GILL NET PERMIT	5	5	$0.00	$0.00
372	CLASS B GILL NET PERMIT	4	4	$0.00	$0.00
379	USER FEE OYSTER ALL GEAR	5	5	$300.00	$1500.00
387	USER FEE PRIVATE OYSTER AQUACULTURE	1	1	$50.00	$50.00
388	FISH POT-100 OR LESS	1	1	$19.00	$19.00
391	EEL POT-100 OR LESS	1	1	$19.00	$19.00
392	EEL POT-300 OR LESS	3	3	$24.00	$72.00
410	SEAFOOD BUYERS TRUCK	1	1	$63.00	$63.00
411	BUYERS BUSINESS PLACE	1	1	$126.00	$126.00
471	SPRING TROPHY ST BASS REC PERMIT	8	8	$0.00	$0.00
473	COBIA RECREATIONAL PERMIT	19	19	$0.00	$0.00
475	TILEFSH/GRPR REC LANDING PERMIT	7	7	$0.00	$0.00
476	BLACK SEA BASS REC PERMIT	1	1	$0.00	$0.00
500	COMMERCIAL REGISTRATION	15	15	$190.00	$2850.00
711	TRANSFERRED CRAB POT 100	1	1	$48.00	$48.00
712	TRANSFERRED CRAB POT 300	1	1	$79.00	$79.00
820	COMMERCIAL PIER-SALTWT RECREAT	1	1	$632.00	$632.00
825	BOAT RENTAL	34	1	$14.00	$476.00
			Total King and Queen County		$7,773.00

Page 16/26

Virginia Marine Resources Commission
2018 VMRC Commercial Licenses and Permits By County

Middlesex County

Gear	Description	Licenses	Individuals	Price	Total
102	OYSTER PATENT TONGS-SINGLE	9	9	$35.00	$315.00
103	OYSTER DREDGE PUBLIC GROUND	4	4	$50.00	$200.00
104	OYSTERS BY HAND TONGS	18	18	$10.00	$180.00
105	OYSTER PATENT TONGS-DOUBLE	1	1	$70.00	$70.00
106	OYSTERS BY HAND SCRAPE	47	47	$50.00	$2350.00
108	OYS AQUACULT PROD OWNER PERMIT	13	13	$10.00	$130.00
109	OYS AQUACULT HARVESTER PERMIT	23	23	$5.00	$115.00
110	OYS AQUACULT VESSEL PERMIT	7	4	$0.00	$0.00
112	CLAM PATENT TONGS-SINGLE	2	2	$58.00	$116.00
122	AQUACULTURE HUSBANDRY PERMIT	4	3	$0.00	$0.00
123	WARMWATER SHELLFISH GPS PRMT	1	1	$0.00	$0.00
125	SHELLFISH ICING PERMIT	3	3	$0.00	$0.00
131	CONCH-DREDGE	1	1	$58.00	$58.00
132	CHANNELED WHELK POT	2	2	$51.00	$102.00
133	SHELLFISH BULK TAG	3	3	$10.00	$30.00
134	SHELLFISH HARVESTER TAG	11	10	$10.00	$110.00
208	CRAB HAND SCRAPE-SINGLE	2	2	$26.00	$52.00
210	CRAB DIP NET	1	1	$13.00	$13.00
211	CRAB POT-85 OR LESS	25	25	$48.00	$1200.00
212	CRAB POT-170 TO 255	30	30	$79.00	$2370.00
213	CRAB POT-256 TO 425	4	4	$127.00	$508.00
215	CRAB SHED TANK-20 OR LESS	16	16	$9.00	$144.00
216	CRAB SHED TANK-OVER 20	13	13	$19.00	$247.00
217	CRAB PEELER POT-210 OR LESS	47	47	$36.00	$1692.00
222	CRAB POT-86 TO 127	2	2	$79.00	$158.00
227	CRAB AGENT PERMIT	7	7	$0.00	$0.00
228	ALTERNATE HOURS PERMIT, CRABBING	2	2	$0.00	$0.00
280	CRAB TRAP	15	1	$8.00	$120.00
303	GILL NETS-600 OR LESS	99	40	$16.00	$1584.00
304	GILL NETS-1200 OR LESS	24	14	$24.00	$576.00
305	COMMERCIAL FISH CAST/THROW NET	1	1	$13.00	$13.00
309	COMMERCIAL FISH DIP NET	1	1	$9.00	$9.00
319	COMMERCIAL HOOK & LINE	7	7	$31.00	$217.00
331	COMM HOOK & LINE STRIPED BASS	6	6	$31.00	$186.00
349	SB BAY PERMIT	16	16	$0.00	$0.00
352	SB BAY TAG TRANSFER	36	17	$0.00	$0.00
354	AM SHAD BYCATCH PERMIT	2	2	$0.00	$0.00
365	SPINY DOGFISH LIMIT ENTRY PRMT	1	1	$0.00	$0.00
370	CLASS A GILL NET PERMIT	40	40	$0.00	$0.00
372	CLASS B GILL NET PERMIT	14	14	$0.00	$0.00
379	USER FEE OYSTER ALL GEAR	52	52	$300.00	$15600.00
381	USER FEE SHUCKING < 1000 GAL	2	2	$500.00	$1000.00
382	USER FEE SHUCKING < 10000 GAL	3	3	$1000.00	$3000.00

Virginia Marine Resources Commission
2018 VMRC Commercial Licenses and Permits By County

384	USER FEE SHUCKING > 25000 GAL	1	1	$4000.00	$4000.00
385	USER FEE OYSTER SINGLE BUYER	4	4	$100.00	$400.00
386	USER FEE OYSTER MULTIPLE BUYER	1	1	$300.00	$300.00
387	USER FEE PRIVATE OYSTER AQUACULTURE	14	14	$50.00	$700.00
388	FISH POT-100 OR LESS	2	2	$19.00	$38.00
389	FISH POT-300 OR LESS	7	7	$24.00	$168.00
390	FISH POT- OVER 300	2	2	$62.00	$124.00
391	EEL POT-100 OR LESS	3	3	$19.00	$57.00
392	EEL POT-300 OR LESS	2	2	$24.00	$48.00
393	EEL POT- OVER 300	2	2	$62.00	$124.00
401	SHUCKING HOUSE-UNDER 1000	2	2	$12.00	$24.00
402	SHUCKING HOUSE-TO 10,000	3	3	$33.00	$99.00
406	SHUCKING HOUSE-TO 200,000	1	1	$290.00	$290.00
410	SEAFOOD BUYERS TRUCK	4	2	$63.00	$252.00
411	BUYERS BUSINESS PLACE	5	4	$126.00	$630.00
412	OYSTER SINGLE BUYER LICENSE	4	4	$50.00	$200.00
413	OYSTER MULTIPLE BUYER LICENSE	1	1	$100.00	$100.00
414	OYSTER BUYER BOAT/TRUCK IDENTIFIER PERMIT	5	5	$0.00	$0.00
417	BLACK DRUM BUYER PERMIT	1	1	$0.00	$0.00
419	STRIPED BASS BUYER PERMIT	1	1	$0.00	$0.00
471	SPRING TROPHY ST BASS REC PERMIT	45	45	$0.00	$0.00
473	COBIA RECREATIONAL PERMIT	122	122	$0.00	$0.00
475	TILEFSH/GRPR REC LANDING PERMIT	26	26	$0.00	$0.00
476	BLACK SEA BASS REC PERMIT	4	4	$0.00	$0.00
500	COMMERCIAL REGISTRATION	119	119	$190.00	$22610.00
501	COMM REGISTRATION-SENIOR CITIZ	22	22	$90.00	$1980.00
502	COMM REG TRANSFD FROM DELAYED	1	1	$0.00	$0.00
510	DELAYED ENTRY-COMM REG.	2	2	$190.00	$380.00
515	TRANSFERRED COMM REG CARD	1	1	$190.00	$190.00
516	TRANSFERRED COMM REG CARD SR	3	3	$90.00	$270.00
711	TRANSFERRED CRAB POT 100	2	2	$48.00	$96.00
714	TRANSFERRED CRAB POT 150	1	1	$79.00	$79.00
717	TRANSFERRED PEELER POT	1	1	$36.00	$36.00
732	TRANSFERRED CHANNELED WHELK	1	1	$51.00	$51.00
770	TRANS CLASS A GILL NET	1	1	$0.00	$0.00
800	CHARTER/HEAD BOAT-6 & UNDER	11	11	$90.00	$990.00
805	CHARTER/HEAD BOAT-MORE THAN 6	5	5	$160.00	$945.00
810	CLASS A FISHING GUIDE LICENSE	13	13	$100.00	$1300.00
811	CLASS B FISHING GUIDE LICENSE	2	2	$100.00	$200.00
815	STRIPED BASS CHARTER PERMIT	2	2	$0.00	$0.00
			Total Middlesex County		**$69,146.00**

Virginia Marine Resources Commission
2018 VMRC Commercial Licenses and Permits By County

Mathews County

Gear	Description	Licenses	Individuals	Price	Total
102	OYSTER PATENT TONGS-SINGLE	10	10	$35.00	$350.00
103	OYSTER DREDGE PUBLIC GROUND	4	4	$50.00	$200.00
104	OYSTERS BY HAND TONGS	12	12	$10.00	$120.00
105	OYSTER PATENT TONGS-DOUBLE	2	2	$70.00	$140.00
106	OYSTERS BY HAND SCRAPE	31	31	$50.00	$1550.00
108	OYS AQUACULT PROD OWNER PERMIT	33	33	$10.00	$330.00
109	OYS AQUACULT HARVESTER PERMIT	6	6	$5.00	$30.00
110	OYS AQUACULT VESSEL PERMIT	3	2	$0.00	$0.00
112	CLAM PATENT TONGS-SINGLE	2	2	$58.00	$116.00
119	CLAM AQUACULT PROD OWNER PERMIT	3	3	$10.00	$30.00
122	AQUACULTURE HUSBANDRY PERMIT	10	9	$0.00	$0.00
123	WARMWATER SHELLFISH GPS PRMT	3	3	$0.00	$0.00
125	SHELLFISH ICING PERMIT	4	4	$0.00	$0.00
131	CONCH-DREDGE	4	4	$58.00	$232.00
132	CHANNELED WHELK POT	3	3	$51.00	$153.00
133	SHELLFISH BULK TAG	13	7	$10.00	$130.00
134	SHELLFISH HARVESTER TAG	28	12	$10.00	$280.00
180	HSC GENERAL PERMIT	5	5	$0.00	$0.00
182	HSC CLASS A DREDGE PERMIT	1	1	$0.00	$0.00
183	HSC CLASS B DREDGE PERMIT	4	4	$0.00	$0.00
205	CRAB-ORDINARY TROT LINE	1	1	$13.00	$13.00
208	CRAB HAND SCRAPE-SINGLE	3	3	$26.00	$78.00
211	CRAB POT-85 OR LESS	14	14	$48.00	$672.00
212	CRAB POT-170 TO 255	30	30	$79.00	$2370.00
213	CRAB POT-256 TO 425	1	1	$127.00	$127.00
215	CRAB SHED TANK-20 OR LESS	4	4	$9.00	$36.00
216	CRAB SHED TANK-OVER 20	1	1	$19.00	$19.00
217	CRAB PEELER POT-210 OR LESS	18	18	$36.00	$648.00
222	CRAB POT-86 TO 127	5	5	$79.00	$395.00
223	CRAB POT-128 TO 170	1	1	$79.00	$79.00
227	CRAB AGENT PERMIT	5	5	$0.00	$0.00
228	ALTERNATE HOURS PERMIT, CRABBING	5	5	$0.00	$0.00
280	CRAB TRAP	59	5	$8.00	$472.00
303	GILL NETS-600 OR LESS	126	41	$16.00	$2016.00
304	GILL NETS-1200 OR LESS	135	32	$24.00	$3240.00
311	HAUL SEINE-500 YDS & OVER	1	1	$146.00	$146.00
331	COMM HOOK & LINE STRIPED BASS	2	2	$31.00	$62.00
349	SB BAY PERMIT	18	18	$0.00	$0.00
350	SB OCEAN PERMIT	4	4	$0.00	$0.00
351	SB OCEAN TAG TRANSFER	4	4	$0.00	$0.00
352	SB BAY TAG TRANSFER	45	19	$0.00	$0.00
353	BLACK DRUM HARVEST PERMIT	1	1	$0.00	$0.00
365	SPINY DOGFISH LIMIT ENTRY PRMT	10	10	$0.00	$0.00

Virginia Marine Resources Commission
2018 VMRC Commercial Licenses and Permits By County

370	CLASS A GILL NET PERMIT	51	51	$0.00	$0.00
372	CLASS B GILL NET PERMIT	20	20	$0.00	$0.00
379	USER FEE OYSTER ALL GEAR	37	37	$300.00	$11100.00
381	USER FEE SHUCKING < 1000 GAL	1	1	$500.00	$500.00
382	USER FEE SHUCKING < 10000 GAL	1	1	$1000.00	$1000.00
385	USER FEE OYSTER SINGLE BUYER	3	3	$100.00	$300.00
386	USER FEE OYSTER MULTIPLE BUYER	3	3	$300.00	$900.00
387	USER FEE PRIVATE OYSTER AQUACULTURE	33	33	$50.00	$1650.00
388	FISH POT-100 OR LESS	3	3	$19.00	$57.00
389	FISH POT-300 OR LESS	2	2	$24.00	$48.00
391	EEL POT-100 OR LESS	1	1	$19.00	$19.00
392	EEL POT-300 OR LESS	4	4	$24.00	$96.00
393	EEL POT- OVER 300	1	1	$62.00	$62.00
401	SHUCKING HOUSE-UNDER 1000	1	1	$12.00	$12.00
402	SHUCKING HOUSE-TO 10,000	1	1	$33.00	$33.00
410	SEAFOOD BUYERS TRUCK	3	2	$63.00	$189.00
411	BUYERS BUSINESS PLACE	4	4	$126.00	$504.00
412	OYSTER SINGLE BUYER LICENSE	3	3	$50.00	$150.00
413	OYSTER MULTIPLE BUYER LICENSE	3	3	$100.00	$300.00
414	OYSTER BUYER BOAT/TRUCK IDENTIFIER PERMIT	5	5	$0.00	$0.00
415	CHANNELED WHELK BUYERS PERMIT	1	1	$0.00	$0.00
417	BLACK DRUM BUYER PERMIT	1	1	$0.00	$0.00
419	STRIPED BASS BUYER PERMIT	3	3	$0.00	$0.00
421	EEL SELF-MARKET PERMIT	2	2	$0.00	$0.00
471	SPRING TROPHY ST BASS REC PERMIT	29	29	$0.00	$0.00
473	COBIA RECREATIONAL PERMIT	96	96	$0.00	$0.00
475	TILEFSH/GRPR REC LANDING PERMIT	23	23	$0.00	$0.00
476	BLACK SEA BASS REC PERMIT	7	7	$0.00	$0.00
500	COMMERCIAL REGISTRATION	101	101	$190.00	$19190.00
501	COMM REGISTRATION-SENIOR CITIZ	25	25	$90.00	$2250.00
502	COMM REG TRANSFD FROM DELAYED	2	2	$0.00	$0.00
509	DELAYED ENTRY-SENIOR CITIZEN	1	1	$90.00	$90.00
515	TRANSFERRED COMM REG CARD	4	4	$190.00	$760.00
516	TRANSFERRED COMM REG CARD SR	2	2	$90.00	$180.00
711	TRANSFERRED CRAB POT 100	1	1	$48.00	$48.00
712	TRANSFERRED CRAB POT 300	1	1	$79.00	$79.00
717	TRANSFERRED PEELER POT	2	2	$36.00	$72.00
770	TRANS CLASS A GILL NET	1	1	$0.00	$0.00
800	CHARTER/HEAD BOAT-6 & UNDER	3	3	$90.00	$270.00
810	CLASS A FISHING GUIDE LICENSE	2	2	$100.00	$200.00
811	CLASS B FISHING GUIDE LICENSE	1	1	$100.00	$100.00
812	FISH GUIDE RECIPROCITY PERMIT	1	1	$0.00	$0.00
815	STRIPED BASS CHARTER PERMIT	1	1	$0.00	$0.00
992	REPLACEMENT DECAL	5	3	$1.00	$5.00
			Total Mathews County		**$54,198.00**