

APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

Version 01.1

* 1.a. Type of Submission: <input checked="" type="checkbox"/> Application <input type="checkbox"/> Plan <input type="checkbox"/> Funding Request <input type="checkbox"/> Other * Other (specify) <div></div>	* 1.b. Frequency: <input checked="" type="checkbox"/> Annual <input type="checkbox"/> Quarterly <input type="checkbox"/> Other * Other (specify) <div></div>	* 1.d. Version: <input checked="" type="checkbox"/> Initial <input type="checkbox"/> Resubmission <input type="checkbox"/> Revision <input type="checkbox"/> Update	
		* 2. Date Received: <div>05/10/2013</div>	STATE USE ONLY:
		3. Applicant Identifier: <div></div>	5. Date Received by State: <div></div>
		4a. Federal Entity Identifier: <div></div>	6. State Application Identifier: <div></div>
1.c. Consolidated Application/Plan/Funding Request? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Explanation <div></div>		4b. Federal Award Identifier: <div></div>	

7. APPLICANT INFORMATION:

* a. Legal Name: <div>Government of the Virgin Islands</div>	
* b. Employer/Taxpayer Identification Number (EIN/TIN): <div>66-0431678</div>	* c. Organizational DUNS: <div>135962475</div>
d. Address:	
* Street1: <div>8100 Lindberg Bay Ste. 61</div>	Street2: <div>CEK Airport Terminal Bldg, 2nd Floor</div>
* City: <div>St. Thomas</div>	County: <div></div>
* State: <div>VI: Virgin Islands of the U.S.</div>	Province: <div></div>
* Country: <div>USA: UNITED STATES</div>	* Zip / Postal Code: <div>00802-1118</div>
e. Organizational Unit:	
Department Name: <div>Planning & Natural Resources</div>	Division Name: <div>Fish and Wildlife</div>
f. Name and contact information of person to be contacted on matters involving this submission:	
Prefix: <div>Ms.</div>	* First Name: <div>Daisymae</div>
Middle Name: <div></div>	
* Last Name: <div>Moitt Millin</div>	Suffix: <div></div>
Title: <div>Chief Financial Officer</div>	
Organizational Affiliation: <div>Employee</div>	
* Telephone Number: <div>(340) 774-3320 ext 5110</div>	Fax Number: <div>(340) 775-5706</div>
* Email: <div>daisymae.millin@dpnr.vi.gov</div>	

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Prescribed by OMB Circular A-102

APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

Version 01.1

* 8a. TYPE OF APPLICANT:

F: U.S. Territory or Possession

* Other (specify):

b. Additional Description:

* 9. Name of Federal Agency:

Fish and Wildlife Service

10. Catalog of Federal Domestic Assistance Number:

CFDA Title:

11. Areas Affected by Funding:

St. John, USVI

12. CONGRESSIONAL DISTRICTS OF:

* a. Applicant:

VI

b. Program/Project:

VI

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

13. FUNDING PERIOD:

a. Start Date:

10/01/2013

b. End Date:

09/30/2014

14. ESTIMATED FUNDING:

* a. Federal (\$):

1,273,689.00

b. Match (\$):

1,400,000.00

* 15. IS SUBMISSION SUBJECT TO REVIEW BY STATE UNDER EXECUTIVE ORDER 12372 PROCESS?

☐ a. This submission was made available to the State under the Executive Order 12372 Process for review on:

☒ b. Program is subject to E.O. 12372 but has not been selected by State for review.

☐ c. Program is not covered by E.O. 12372.

Authori

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Version 01.1

*** 16. Is The Applicant Delinquent On Any Federal Debt?**

Yes ☐ No ☒

17. By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)

** I Agree ☒

** This list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix:

Ms.

* First Name:

Alicia

Middle Name:

* Last Name:

Barnes

Suffix:

* Title:

Commissioner

Organizational Affiliation:

* Telephone Number:

(340) 774-3320

* Fax Number:

(340) 775-5706

* Email:

alicia.barnes@dpnr.vi.gov

* Signature of Authorized Representative:

Dianne OGarro

* Date Signed:

05/10/2013

Attach supporting documents as specified in agency instructions.

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APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

*** Consolidate Application/Plan/Funding Request Explanation**

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APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

*** Applicant Federal Debt Delinquent Explanation**

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ASSURANCES - CONSTRUCTION PROGRAMS

OMB Number: 4040-0009
Expiration Date: 06/30/2014

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0042), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

NOTE: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the Awarding Agency. Further, certain Federal assistance awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance, and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project costs) to ensure proper planning, management and completion of project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, the right to examine all records, books, papers, or documents related to the assistance; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency. Will record the Federal awarding agency directives and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure non-discrimination during the useful life of the project.
4. Will comply with the requirements of the assistance awarding agency with regard to the drafting, review and approval of construction plans and specifications.
5. Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work conforms with the approved plans and specifications and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.
6. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
7. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
8. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards of merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
9. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
10. Will comply with all Federal statutes relating to non-discrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681 1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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11. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal and federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
12. Will comply with the provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
13. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333) regarding labor standards for federally-assisted construction subagreements.
14. Will comply with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
15. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
16. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
17. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq.).
18. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
19. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.
20. Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. 7104) which prohibits grant award recipients or a sub-recipient from (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect (2) Procuring a commercial sex act during the period of time that the award is in effect or (3) Using forced labor in the performance of the award or subawards under the award.

* SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL <input type="text" value="Dianne OGarro"/>	* TITLE <input type="text" value="Commissioner"/>
* APPLICANT ORGANIZATION <input type="text" value="Government of the Virgin Islands"/>	* DATE SUBMITTED <input type="text" value="05/10/2013"/>

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Project Narrative File(s)

* **Mandatory Project Narrative File Filename:**

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To add more Project Narrative File attachments, please use the attachment buttons below.

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Attached at least one Optional Project Narrative File?: ☐



May 3, 2013

Alicia V. Barnes, Commissioner
Department of Planning & Natural Resources
#45 Mars Hill, Frederiksted
St. Croix, US Virgin Islands 00840-4474

Re: St. John Marina - Boating Infrastructure Grant Funding

Dear Commissioner Barnes,

On behalf of Anaconda Holdings LLC and Marine Management and Consulting N.V., I am pleased to express my support for the St. John Marina project. As you may or may not be aware we have been involved with this project for several years now and are excited to see it nearing fruition. Based upon our experience with marina developments around the world, we recognize that this project will provide a much-needed boon to not only the local community but also specifically to the transient boating circuit in the Caribbean. As such, we are pleased to be part of the development / Finance / Operational team for the project.

By way of this letter, I would like to confirm that Anaconda Holdings LLC and or one of its affiliate partnering companies is willing to commit to funding \$1,300,000.00 towards the construction of the project upon receipt of necessary regulatory permits.

Again, we feel that this project meets the stated goals of the Boating Infrastructure Grant (BIG) program exceptionally well and represents a great opportunity to enhance the transient boating opportunities in the territory of the Virgin Islands. Thank you for considering the project for funding under the BIG program.

Sincerely,



Jeff D. Boyd, Chairman and CEO
Anaconda Holdings LLC

#21 Sister Modesta Road, Simpson Bay, St. Maarten, Netherlands Antilles.
Office: 599-545-2500 Fax: 599-545-2501
Email: jboyd@mmcnv.com www.mmcnv.com

April 27, 2013

Alicia V. Barnes, Commissioner
Department of Planning & Natural Resources
#45 Mars Hill, Frederiksted
St. Croix, US Virgin Islands 00840-4474

Re: St. John Marina – Boating Infrastructure Grant Funding

Dear Commissioner Barnes,

As the Managing General Partner of The Summer's End Group, LLC, (SEG) it is my pleasure to express my support for the St. John Marina project. Having been the lead development group for this project, over the past four years we have worked diligently with experts in the maritime industry, the United States Virgin Islands, and local participants to create a world class marine facility for the island of St. John.

Widely known as *"The Jewel of the Caribbean,"* St. John attracts boaters from around the globe who wish to visit her pristine national park and national monument. The St. John Marina will answer an existing need for transient boaters by bringing the first and only marina to the island of St. John.

Upon a detailed review of the Boating Infrastructure Grant (BIG) program, SEG believes that The St. John Marina, project meets the requirements and goals mandated by the BIG program exceptionally well. We feel that the BIG grant represents an exciting opportunity and ability for St. John and The St. John Marina to attract and enhance the experience of transient boaters in the waters of the USVI as well as the BVI.

This letter represents the commitment by SEG to provide \$50,000.00 in matching funds towards the development and permitting costs of those elements eligible for funding under the program.

We appreciate your considering this project for funding under the BIG program.

Sincerely,

A handwritten signature in black ink, appearing to read 'Chaliene Summers', with a long horizontal line extending to the right.

Chaliene Summers
Managing General Partner
The Summer's End Group, LLC
5000 Estate Enighed, PMB 63
St. John, U.S. Virgin Islands 00830

May 3, 2013

Alicia V. Barnes, Commissioner
Department of Planning & Natural Resources
#45 Mars Hill, Frederiksted
St. Croix, US Virgin Islands 00840-4474

Re: St. John Marina – Boating Infrastructure Grant Funding

Dear Commissioner Barnes,


As a Principal member of The Yacht Club at Summer's End, LLC (YCSE), the operational entity for the St. John Marina project, we are pleased to offer support for the development of the St. John Marina.

YCSE plans to offer a full service marina and upland provisioning to transient vessels on the island of St. John, U.S. Virgin Islands. Currently there are no marinas or available dockage to service transient vessels on St. John.

We are excited about the Boating Infrastructure Grant (BIG) program and believe that the St. John Marina meets the established criteria for the BIG application.

YCSE is happy to commit \$50,000.00 as part of the development and construction of this facility. Thank you for your consideration for the St. John Marina in qualifying for funding under the BIG program.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Barksdale", followed by a horizontal line.

Rick Barksdale
Principal
The Yacht Club at Summer's End, LLC



May 8, 2013

**Commissioner Alicia V. Barnes
Ms. Daisymae Millin**

**Department of Planning & Natural Resources
#45 Mars Hill, Frederiksted
St. Croix, US Virgin Islands 00840-4474**

Re: St. John Marina – Boating Infrastructure Grant Funding

Dear Commissioner Barnes and Ms Millin,

This letter is being submitted to the United States Virgin Islands Department of Planning and Natural Resources on behalf of The St. John Marina's Project and in efforts towards the successful submission of a Boating Infrastructure Grant Application.

As the Marina Consultant and Financial Planner / Consultant for The St. John Marina Project, we have selected the following three able partners to accommodate the required matching funds as mandated by USWFS to be considered for the BIG Grant Funding; Anaconda Holdings, LLC, The Summer's End Group, LLC, and The Yacht Club at Summer's End, LLC.

Anaconda Holdings, LLC, (which is a multi faceted Marine Management and Consulting Company which includes the management and ownership interest in St Maarten Shipyard N.V., The Yacht Club at Port De Plaisance, the Country Club at Port De Plaisance, BWA Caribbean and Marine Management and Consulting NV) specialized primarily in the mega yacht markets and represents The St. John Marina as a financial partner, designer, management partner, and marine consultant.

Anaconda Holdings, LLC together with its partners including Suntex Ventures, represent companies with an aggregate value in excess of a 100 Million. Anaconda Holdings LLC together with their partners are committed to funding an overall \$4,732,440 to The St. John Marina Project. These moneys have been verified and are incorporated in the financial pro formas of The St. John Marina project. To date, the Anaconda Holdings Group of Companies has already contributed to the pre-development of the facility, in excess of \$50,000 US Dollars and will provide continued contributions throughout the permitting phase.

Additionally and as outlined above Anaconda Holdings, LLC, through a commitment letter dated May 3, 2013 addressed to Commissioner Barnes, has committed to match \$1,300,000.00 as part of the matching funds required by the BIG grant.

The Summer's End Group, LLC, the development group of The St. John Marina project, from 2009-2012 has currently invested \$2,001,500 for the pre-development of The St. John Marina project and currently invests \$49,500 monthly into the operational expenses for the project.

As noted in the commitment letter submitted to Commissioner Barnes on April 27, 2013, The Summer's End Group, LLC has committed \$50,000.00 as part of the matching funds required by the BIG grant.

The Yacht Club at Summer's End, the operational company of The St. John Marina, has both local partners and investors who to date who have invested \$345,000.00 and continue to support the project as funding is required. Mr. Robert O'Connor represents The St. John Marina Project as a key local investor and lead partner supplying local funding.

Techno Marine USA, by means of a term sheet, is committed to serving as this project's main funding source and has currently committed to funding 85% of the projects overall costs. Techno Maine USA will be funding a total of \$26,817,158 upon issuance of permitting and will be the main funding partner for this project through construction and into operation.

Anaconda Holdings LLC submits this letter formally as verification of the partners and investors noted above and their ability to fund The St. John Marina project in full, as well as, the commitments included as part of the BIG grant application.

This document references the financial partners of The St. John Marina project, their current investments, their abilities to continue to fund this project, and the current commitments in place to continue the successful development and operation of The St. John Marina.

Sincerely,



**Jeff D Boyd, Chairman & CEO
Anaconda Holdings LLC**



**Diana Joseph
Financial Controller, Anaconda Holdings Group of Companies**

APPLICATION FOR FUNDING

*Boating Infrastructure Grant (BIG) Program
St. John Marina, St. John, USVI*

Prepared on Behalf of:

Summer's End Group, LLC

Prepared By:



03rd May 2013



PROJECT STATEMENT

Introduction

The island of St. John has long been considered one of the premier destinations for transient boaters in all of the Caribbean, which is itself one of the most established and sought after cruising grounds on the planet. The island has been a territory of the United States since 1917 and has prospered from the stability and advantages that this designation affords. The island is home to the Virgin Islands National Park which comprises over 7,000 acres of pristine wilderness and covers over two thirds of the island. Additionally, the surrounding waters arguably host some of the most amazing diving and scuba opportunities in the world in more than 18,000 acres of protected waters.

In short, St. John is a transient boater's dream.

Project Background and Need

As mentioned above, the popularity of St. John as a transient boating destination is apparent and witnessed by the multitudes of boaters that visit the island annually. However, despite all that the island has to offer visiting boaters, **there are no marina facilities on the island.**

Due to the lack of marinas on the island, visiting boaters wishing to overnight at the island must anchor in one of the island's bays. While there are several protected bays around the perimeter of the island, the need for proper dockage on the island is apparent. By providing safe, secure dockage, fuel, provisioning, entertainment, etc. in a single location, transient boaters will be able to take advantages of all of these services in one convenient location while venturing out to explore the many attractions the island has to offer.

The St. John Marina as proposed herein would serve as the first and only marina facility on the island, and will greatly enhance the accessibility of this amazing locale and its surrounding waters to transient boaters.

The project has been planned in two distinct phases. This application considers only the development of the northern phase of the marina as indicated in the attached Figures 2 & 3.

Project Objectives

As outlined above, the St. John Marina will meet many needs that are currently unmet anywhere on the island. While the objectives and benefits of the project are many, the following primary objectives have been identified for the project:

Objective #1 – Provide Safe, Well-appointed Dockage on St. John

There are currently no significant marina facilities on the island. Visiting boaters must anchor in the protected bays around the island's perimeter. The St. John Marina aims to provide visiting boaters with a safe, secure facility at which to berth while exploring the island's many unique attractions.



Objective #2 - Create a Centralized Boating Activity Center

Recreational boating in St. John and the surrounding waters are currently largely decentralized. There isn't a single facility that can berth, fuel, provision, etc. recreational boats. As such, boaters are forced to anchor in and around the bays surrounding the water, often limiting their stay to a few hours or days before moving to somewhere with proper marina facilities. It is the objective of the development team to create a well-appointed marina facility that not only provides berthing for vessels, but also acts as a centralized activity center where recreational boaters can gather, obtain necessary provisions, etc.

Objective #3 - Remain Environmentally Conscientious

The development team for this project is expressly sensitive to the fragile environment in which the marina will be developed. The project shall continue to be managed and developed with the minimization, mitigation, and avoidance of environmental impacts explicitly in mind.

Objective #4 - Benefit Local Community and Economy of St. John

The St. John Marina project will serve as a significant boon to the local community and economy. It is the goal of the development team to ensure that the project is conducted with the best interested and long-term success of the community in mind.

Project Results and Benefits

✓ *Objective #1 - Provide Safe, Well-appointed Dockage on St. John*

The northern phase of the St. John Marina will provide a total of 96 slips ranging in size from 30 ft up to 60 ft. The docks will be constructed of aluminum framing with grated decking to minimize structure shading. All slips will be appointed with appropriate marine utilities including power and potable water. Security gates and personnel will be provided. The marina is located in Coral Bay, which is one of the most protected bays on the island with minimal impact from wind/waves.

Objective #2 - Create a Centralized Boating Activity Center

The St. John Marina will become the recreational boating "hub" of the island. The marina will provide fuel, provisions, and all other such conveniences to recreational boaters in a single location. By providing all of these necessary services, the St. John Marina will become the de facto recreational boating activity center on the island. Further, it will provide local and visiting boaters alike a place to meet and gather with like minded mariners while procuring boating-related supplies and services.

Objective #3 - Remain Environmentally Conscientious

The development team has worked extensively with the US Army Corps of Engineers and other regulatory agencies to develop detailed evaluations of the surrounding environmental assets and to ensure that the development is as minimally invasive on the environment as possible. These efforts have included a detailed Phase I Environmental Assessment for the project as well as ecological surveying of the bay and evaluation of potential impacts to local wildlife.



The marina has been sited and laid out in such a way as to minimize impact to seagrass and eliminate the need for dredging in the bay. Additionally, the docks will utilize a highly innovative "grate" design which will allow a minimum of 35% sunlight penetration into the water to facilitate seagrass growth.

Objective #4 – Benefit Local Community and Economy of St. John

Upon completion, it is envisioned that the St. John Marina will serve as the cornerstone of the local community and will further have a significant impact on the overall economy of St. John. Specifics regarding the potential economic impacts resulting from the marina are discussed in more detail in a subsequent section of this application.

Project Approach & Activity Description

The Summers End Group and other project team members have been working to develop the St. John Marina for several years. All of the necessary background studies, planning, and investigations are complete and they are now entering the final stages of project approvals, funding, and design. Specific elements remaining and their anticipated timeframes for completion are indicated below:

- Regulatory Permitting (Present to December 2013)
- Final Engineering Design (Present to December 2013)
- Project Bidding (January 2014 to March 2014)
- Construction (April 2014 to September 2014)
- Project Close-out and Begin Operations (October 2014 to December 2014)

The portion of the marina proposed herein will provide 96 slips ranging in size from 30 ft up to 60 ft in length, 36 of which will be utilized by transient boats. The docks will be fixed structures supported on coated steel pipe piles. The dock substructure will include a reinforced concrete pile cap supporting a prefabricated aluminum framing system. The decking itself will be a specifically designed composite grate which will allow a minimum of 35% sunlight to penetrate the dock surface at any given time.

The majority of the slips are oriented in the northwest/southwest direction to coincide with the prevailing winds at the site.

A fueling dock will be provided on a 110' long outer "T" head dock for ease of access by smaller vessels. Utilities, including fuel, will be routed beneath the deck within the superstructure.

Please refer to Figure 3, attached, for details regarding the proposed marina layout.



Project Location

The project is located in the upper reaches of Coral Bay on the eastern side of the island of St. John (18°20'37"N, 64°42'51"W). The upland property consists of several parcels of "Estate Carolina", located along Federal Highway 107 adjacent to the bay. Please refer to the attached location map, Figure 1 for details.

Estimated Costs

The total waterside costs for the northern phase of the St. John Marina is estimated to be **\$7,617,025** (please reference Exhibit A – Estimated Costs and Funding Summary). Of these total costs, **\$2,673,689** is considered to be eligible for funding under the Boating Infrastructure Grant (BIG) program. The eligible costs were determined by pro-rating each cost line item based upon anticipated use by transient boats, noting that transient boats are defined as those greater than 26 ft in length staying not longer than 10 days at the facility.

Not all slips at the facility will be dedicated to transient boaters. As such, an appropriate pro-rating factor for all common elements (main walkways, access piers, restrooms, etc.) was calculated as outlined below. Pro rating factors for each individual dock section are discussed below:

Dock A-B includes a total of 44 slips ranging from 30 ft to 40 ft. It is envisioned that the majority of these slips would be utilized/reserved by local residents. However, a portion of these docks will be designated for smaller transient boats. As such, a pro-rating factor of 33% (15 slips) has been applied to these docks.

Dock C-D includes a total of 24 slips which will be designated for charter/commercial vessels and are not intended for use by transient boaters. As such, these costs are not considered eligible for funding through the BIG program.

Dock E-F includes a total of 24 slips ranging from 45 ft to 55 ft and is anticipated to be the main dock for mid-sized transient visitors to utilize. However, it is anticipated that there will be a limited number of mid-sized vessels owned by locals that will wish to have a slip. As such, a pro-rating factor of 75% (21 slips) has been applied to these docks.



**Application for Funding
BIG Program – St. John Marina**

Common Elements of the marina (i.e. – those used by both transient and non-transient boaters) have been pro-rated according to the ratio of the number of transient slips to the total number of slips at the facility upon completion as illustrated in the following table (36/96 = 37%).

Slip Count and Transient Usage Summary			
Dock/Designation	Total Slips	Transient	No. Transient Slips
Dock A-B	44	33%	15
Dock C-D	24	0%	0
Dock E-F	28	75%	21
Total	96	37%	36

Utilizing the pro-rating assumptions discussed above, a total of **\$2,673,689** is considered to be eligible for funding under the BIG program (refer to Exhibit A – Cost Estimate and Funding Summary). The proposed eligible costs would be provided through a mixture of local and federal funds as outlined below:

Funding Summary	
Category	Total Amount
Amount of Project Costs Eligible for Funding	\$ 2,673,689
BIG funding	\$ (1,273,689)
Local Funding	\$ (1,400,000)
Balance	\$0

The local matching funds for these eligible costs will be provided by three (3) project partners as follows:

- Anaconda Holdings, LLC: \$1,300,000
- Summer's End Group (SEG): \$50,000
- Yacht Club at Summers End (YCSE): \$50,000

Anaconda Holdings will act as the primary financier for the project. **Anaconda Holdings** and its affiliate, **Marine Management and Consulting (MMC)** have worked on the development of this project over the past several years and their wealth of experience with marina development projects around the world will greatly benefit the project in addition to the matching funds they will provide.



Summer's End Group (SEG) is the lead development group for the project and has worked diligently for the past four (4) years on the project. They will continue to oversee the management of the various components of the overall development project and commit to providing matching funds as indicated above.

The Yacht Club at Summer's End (YCSE) is the lead operations group for the project and will be responsible for the daily operations of the facility once it is opened. They are dedicated to providing a first-class boating experience on the island of St. John to boaters from around the world.

Please reference the attached Letters of Commitment from each of the local partners.



Contacts

Contact information for the key project team members is provided below:

Applied Technology & Management (Consultant, BIG Application)

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Project Manager

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Charleston, SC 29413-0336

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Telephone: 843.414.1040

Anaconda Holdings (Primary Financier and Marina Consultant)

Mr. Jeff Boyd

Principal/Owner

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Netherlands Antilles

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Telephone: 721.545.2500

Summer's End Group (Developer)

Ms. Chaliene Summers

Managing General Partner

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St. John, USVI 00830

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Telephone: 340.626.9646

Yacht Club at Summer's End (Operator)

Rick Barksdale

Principle

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St. John, USVI 00830

E-mail: rickbarksdale@gmail.com

Telephone: 340.227.8651



RANKING CRITERIA DISCUSSION

Criteria #1 – Partnerships

Project will include three partners in addition to the lead state agency. These partners include:

1. Anaconda Holdings, LLC
2. Summer's End Group, LLC
3. Yacht Club at Summer's End, LLC

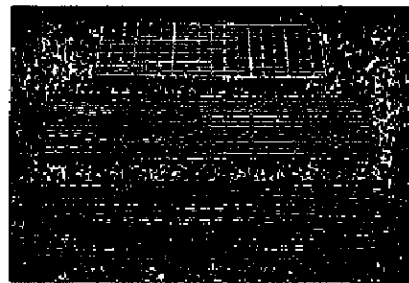
Commitment letters from each partner are attached hereto.

Criteria #2 – Innovation

The marine environment in and around St. John is highly sensitive. Home to numerous species of seagrasses and corals, much of the area has been protected through the establishment of the Virgin Islands National Park and the Virgin Islands National Reef Monument.

Through close coordination with the US Army Corps of Engineers and other regulatory agencies the applicant has developed a highly innovative approach to marina development in the subject area that will result in the absolute minimum of disturbance to subaqueous marine resources. Specific efforts include:

- Siting of the marina an additional 300-ft. offshore to preclude the need for dredging and disturbance of the sea bed
- The marina will be constructed of fixed piers that are slightly higher than what industry design guidelines call for in the subject environment. The resultant deck elevation will allow for greater sunlight penetration beneath the dock structures to help ensure the long term health of submerged aquatic vegetation.
- The decking surface of the proposed docks is truly unique. In lieu of traditional timber or concrete, the decking surface of the docks will consist of a synthetic, non-slip grating product that will allow a minimum of 35% sunlight penetration to further benefit subaqueous plant life. The system will be ADA compliant and offer additional protection against storm surge impacts and damage to the dock decking.





Additional innovative aspects of the project include:

- In-slip fueling for larger yachts. This will provide up to 100 gallons per minute of fuel service at the slip for larger power vessels. This level of efficient fuel service will be attractive to visiting boaters where fuel service at other locations in the Virgin Islands is often unreliable. Further, providing slip-side fueling to larger visiting vessels will reduce the amount of maneuvering these boaters will have to do within the marina basin, thus limiting impacts from prop wash to the sea bed.
- Another interesting facet of the proposed marina is its intent to service many different transient boat/user types. The marina will include specific areas designated for:
 - Large power yachts (megayachts)
 - Sailboats
 - Sportfishing vessels

While not unique to many areas on the U.S. mainland, this is an innovative concept in the Virgin Islands as many marinas in this region cater specifically to only one type of vessel/user. For example, American Yacht Harbor on neighboring St. Thomas caters primarily to sportfishing vessels. Yacht Haven Grande on St. Thomas offers berthing to megayachts in the 80-350-ft. range only. Marinas on Tortola (in the British Virgin Islands) cater almost exclusively to charter sailboats. By developing a marina that provides appropriate berthing and services to all these vessel classes the facility will be well-positioned to attract a wide array of transient boaters to St. John.

Criteria #3 – Non-Federal Match

The total project costs that will directly support visiting transient boaters with vessels in excess of 26-ft. is estimated at **\$2,673,689**. The non-federal match is **\$1,400,000** which equates to **52.4%** of the total eligible project cost.

Criteria #4 – Cost Efficiency

As discussed in previous sections the proposed project will consist of the development of a brand new marina on St. John. Upon completion, the northern phase of the marina will provide 36 slips for transient vessels of various sizes over 26-ft. With a federal cost share of **\$1,273,689** this equals a per-slip cost of **\$35,858**.



Criteria #5 - Link to Prominent Destinations and Way Points

While tourism is the number one economic driver on St. John there is no airport on the island. All visitation stems from visiting vessels and ferry boats, but there is currently no recreational marina on St. John. There are many popular recreational marinas on neighboring St. Thomas to the west and numerous marina destinations throughout the British Virgin Islands to the east, but the lack of a marina on St. John is a critical weakness. As such the proposed marina development would provide a crucial infrastructure link to the island and serve to enhance tourism and visitation to the entire region.

Additionally, the proposed marina would provide key access to a prime tourism destination on St. John: Virgin Islands National Park. Over 60% of the island of St. John has been designated a National Park. Average visitation to the Park from 2008-2012 was 460,823 people per year according to the National Park Service. The proposed marina would provide key access for transient recreational boaters to the Park.

Lastly, the proposed marina is located in a very well-protected bay within the island. Historically a popular anchorage for visiting vessels and adjacent to an area referred to as "Hurricane Hole", the proposed marina will truly provide a safe harbor for visiting vessels.

Criteria #6 - Access to Recreational, Historic, Cultural, Natural, and Scenic Opportunities

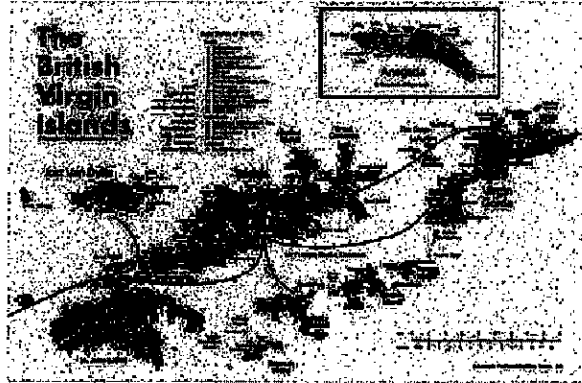
The proposed marina will provide access to a number of significant resources. These include:

National

- **Virgin Islands National Park** – As mentioned above, the proposed marina will provide the only recreational marina access to Virgin Islands National Park. The Park provides a wide variety of activities including hiking, snorkeling, diving, camping, bird watching and other activities. Trunk Bay, within the Park, is rated as the #2 attraction in the Virgin Islands and consistently ranks highly with travel guides such as Conde Nast Traveler and Frommer's.
- Adjacent to the National Park is the **Virgin Islands National Reef Monument**. This area was created to preserve over 12,000 acres of submerged marine habitat, in particular sensitive coral reef resources. The area was created in 2001 and provides outstanding snorkeling and diving opportunities.

Regional

- The **Sir Francis Drake Channel** stretches eastward from St. John to Virgin Gorda, BVI and provides, arguably, the greatest and most popular sailing waters in the Caribbean. Separating the large island of Tortola to the north and several smaller islands to the south, the channel offers semi-protected cruising, deep waters, and beautiful scenery. The proposed marina would provide the most proximate access from the USVI to this significant recreational boating resource.



Local

- Locally, the proposed marina facility will provide visiting boaters with access to the settlement of **Coral Bay**. This area is renowned for quiet, casual island culture and is home to a number of eateries, bars, quaint retail shops, local art galleries, and a few groceries which cater to visitors and residents alike. Coral Bay is also home to the **Emmaus Moravian Church** which is listed on the National Register of Historic places, open to public touring, and is adjacent to the **Caroline Estate Plantation**. The Plantation was the site of a significant slave revolt in 1733.

Coral Bay was once the main economic and population center of St. John, due to its protected harbor, but through the establishment of ferry service to Cruz Bay has moved the majority of commercial and economic activities to the other side of the island. The proposed marina will serve as significant boon to the vitality of the Coral Bay community.

Criteria #7 - Economic Impact

Basic Expenditures - Annual

In 1979 David Olsen and Associates published a study entitled "Socio-economic Survey of Recreational Boating and Fishing in the U.S. Virgin Islands." The survey indicated that the average recreational boater spent \$51/day on basic items not inclusive of slip rentals, diving/equipment fees, repairs, lodging, insurance, etc. While this data is aged it can be extrapolated to 2013 dollars using consumer price index data as published by the U.S. Department of Labor, Bureau of Labor Statistics.



Simply put \$51/day in 1979 translates to \$163.52 in 2013. The proposed northern phase of the marina facility will consist of 96 boat slips. Of these, 36 will provide berthing to transient vessels. This translates to \$5,886.72 of projected expenditures each day by transient boaters on basic items such as fuel, refreshments, fishing gear, ice, and bait. Assuming a 50-75% occupancy rate for these transient slips, the annual economic impact from these expenditures is estimated at \$1.07M to \$1.61M. All of these expenditures are projected to go directly to the local community.

Slip Rentals and Marina Operations – Annual

The proposed northern phase of the marina is projected to gross over \$3.3M in lease fees annually at full absorption and at facility stabilization. This is money that will be injected directly into the local economy of St. John. Over 50% of this amount will go into immediate operating expenses of the facility. This will include a projected annual salaries expense of just under \$1M which will immediately trickle down into the St. John economy. Further, other expenses such as marketing, repairs/maintenance, IT support, etc. will provide an additional boon to local businesses.

Construction Costs – One Time Influx

Construction costs for the proposed northern phase of the marina total \$7.62M. Of this, \$2.67M is directly related to the construction of the transient boat slips at the subject site. A large portion of this money will be injected directly to the St. John economy. Specifically, local labor, housing, fuel, and other construction-related expenditures will stay directly in the local economy. Based on ATM's extensive experience on similar Caribbean/USVI projects it is projected that approximately 20% of the construction costs will stay in the local economy of the USVI.

Due to the rural, undeveloped nature of St. John it is assumed that a majority of local materials and workforce will likely come from neighboring St. Thomas and not be concentrated on St. John. Further, there are no known local marine contractors on St. John that can appropriately perform on a project of this magnitude. Therefore the estimated direct impact to the USVI economy based on construction of the proposed marina will be \$1.52M (\$534,000 for transient portion).

Criteria #8 – Multi-State Efforts

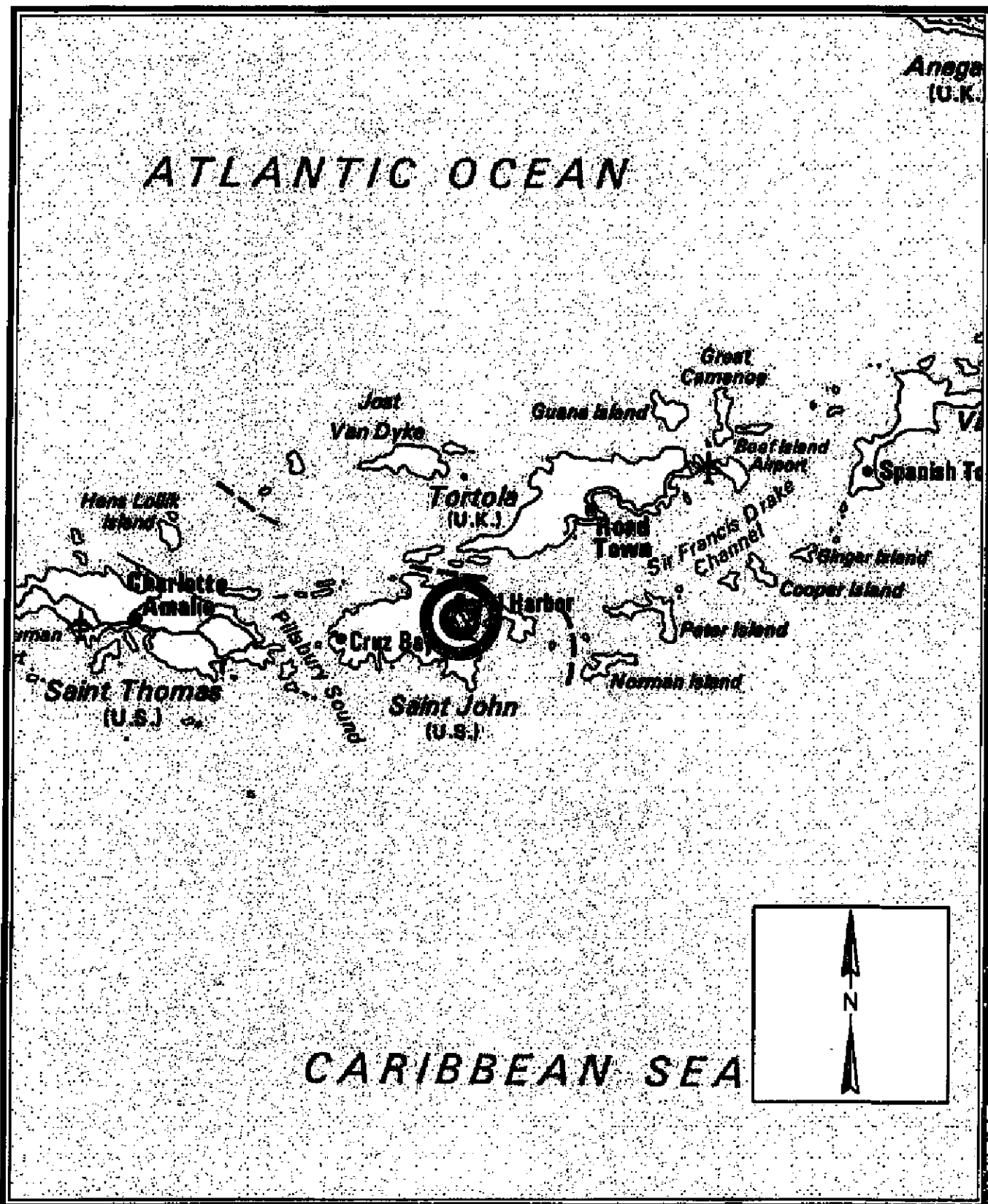
By virtue of location, this project is included in the Boating Infrastructure Grant Program - Southeast Region Cooperative Agreement between the states of Alabama, Florida, Georgia, Mississippi, North Carolina, Tennessee, the Commonwealth of Kentucky, and the United States Virgin Islands.

The agreement is attached hereto for reference.



DRAWINGS/MAPS/PHOTOGRAPHS

- Figure 1 – Project Location Map
- Figure 2 – Proposed Marina Overview
- Figure 2 – Proposed Marina Layout



Virgin Islands Department of Planning and Economic Development



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**FIGURE 1
PROJECT LOCATION**

Boating Infrastructure Grant Application
St. John Marina - St. John, USVI

REVISIONS

JOB NO: 13-2469

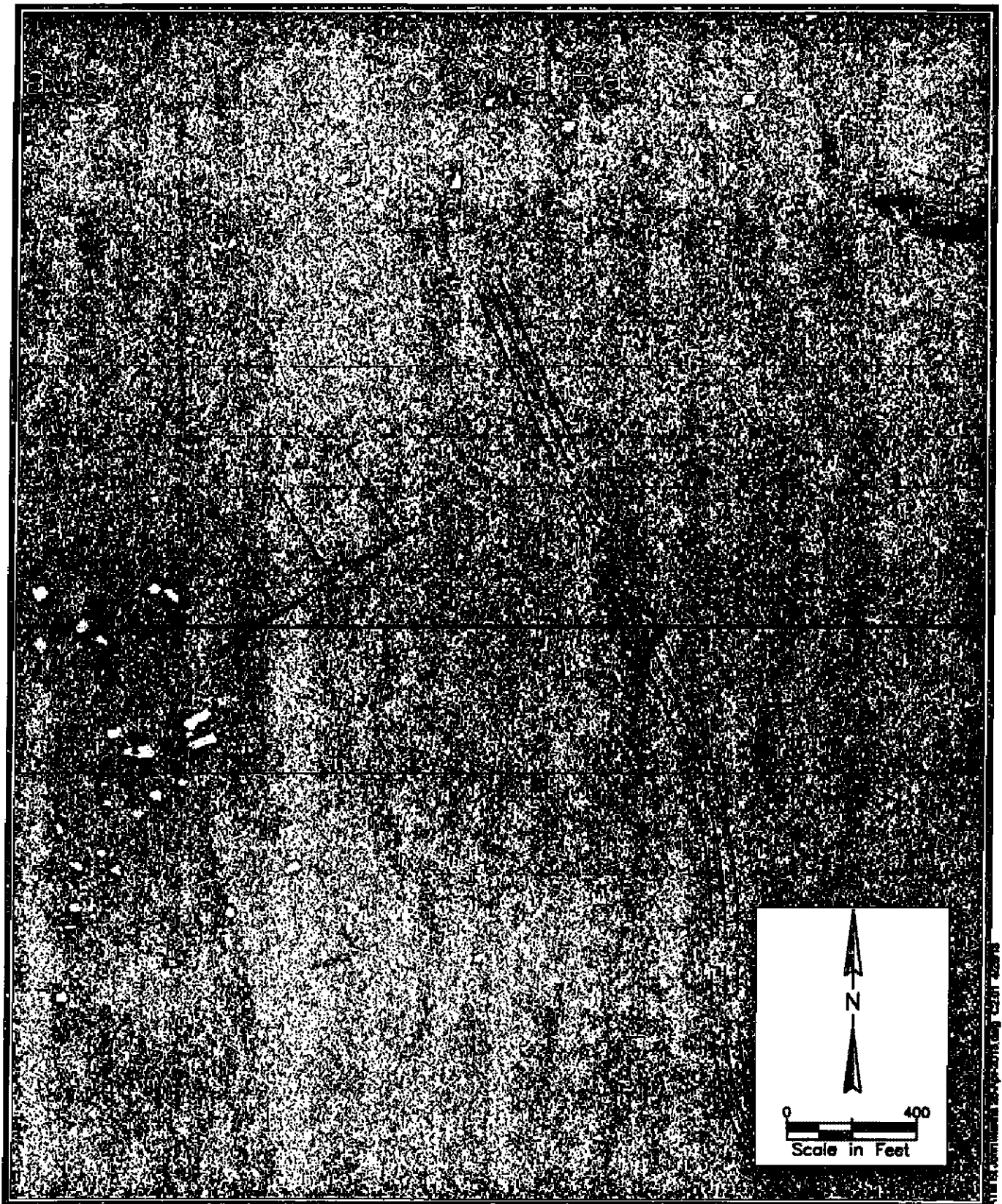
CHECKED BY:

DATE: 28-Apr-13

DRAWN BY: JDD

SCALE: 1" = 1,000'

SHEET: 1



Aerial photograph courtesy of USFWS



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FIGURE 2 PROPOSED MARINA OVERVIEW

Boating Infrastructure Grant Application
St. John Marina - St. John, USVI

REVISIONS

JOB NO: 13-2493

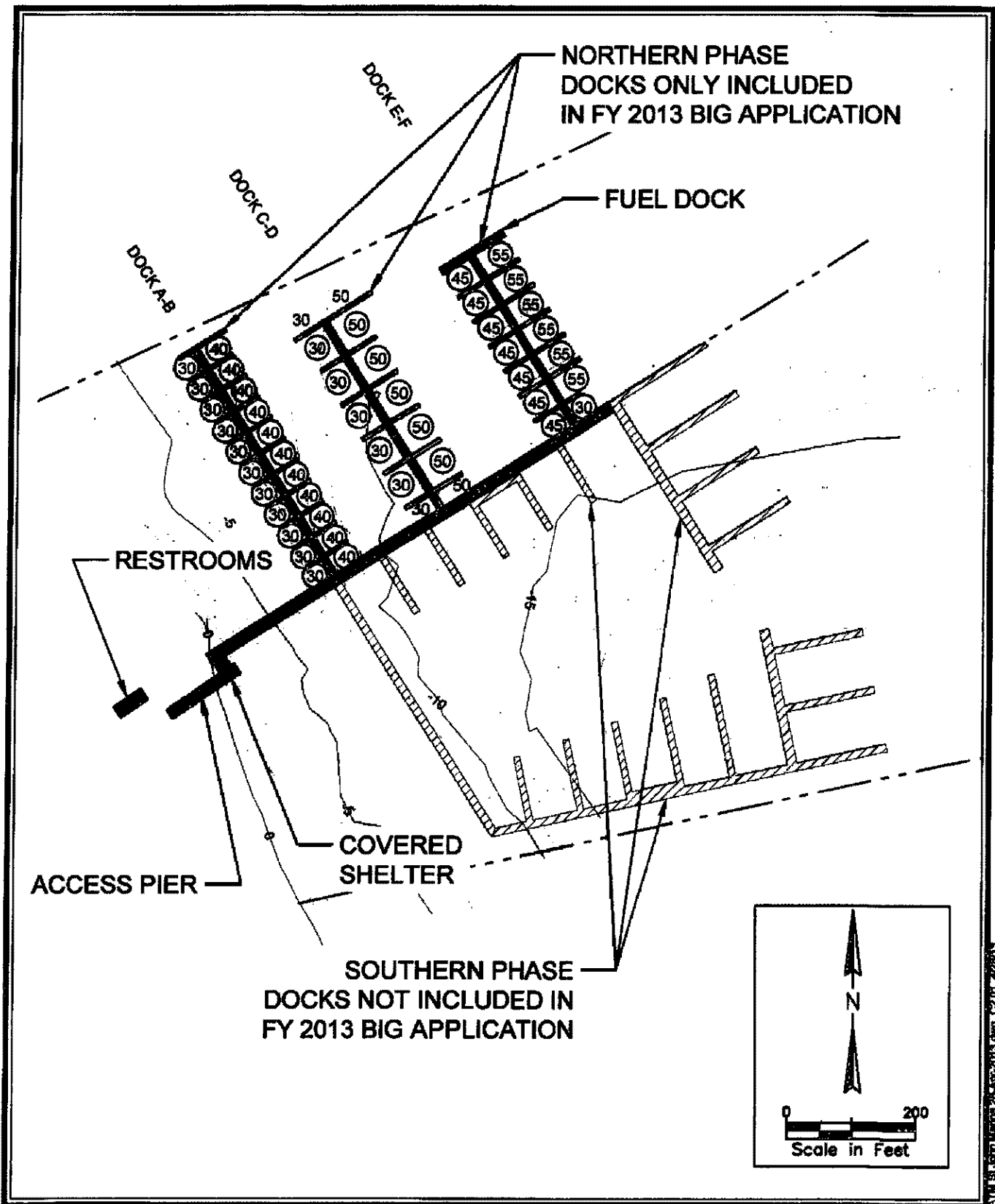
CHECKED BY:

DATE: 28-Apr-13

DRAWN BY: JDD

SCALE: 1" = 400'

SHEET: 2



ATM St John Marina 28-Apr-2013.dwg C2017 4/28/13



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**FIGURE 3
PROPOSED MARINA LAYOUT**

Boating Infrastructure Grant Application
St. John Marina - St. John, USVI

REVISIONS

JOB NO: 13-2483

CHECKED BY:

DATE: 28-Apr-13

DRAWN BY: JDD

SCALE: 1" = 200'

SHEET: 3



*Application for Funding
BIG Program – St. John Marina*

LETTERS OF COMMITMENT

- Anaconda Holdings
- Summer's End Group
- The Yacht Club at Summer's End



*Application for Funding
BIG Program – St. John Marina*

SUPPORTING DOCUMENTS

- Exhibit A – Cost Estimate and Funding Summary
- Exhibit B – Multi-state Agreement Letter

Cost Estimate and Funding Summary - St. John Marina

Preliminary Estimate

Mobilization*	1	ls	\$	100,000	\$	100,000	37%	\$	37,000
Access Pier from Upland*	2,315	sf	\$	100	\$	231,500	37%	\$	85,655
Covered shelter on Access Pier*	530	sf	\$	50	\$	26,500	37%	\$	9,805
Restrooms*	1,000	sf	\$	200	\$	200,000	37%	\$	74,000
Preliminary Sub-total	-	-	-	-	\$	558,000	-	\$	206,460

Dock Structures

Main Walkway Structure*	11,625	sf	\$	100	\$	1,162,500	37%	\$	430,125
Dock A-B Structure	7,750	sf	\$	100	\$	775,000	33%	\$	255,750
Dock A-B Boat Lifts	22	ea	\$	18,000	\$	396,000	0%	\$	-
Dock C-D Structure	6,310	sf	\$	100	\$	631,000	0%	\$	-
Dock E-F Structure	7,010	sf	\$	100	\$	701,000	75%	\$	525,750
Dock Structures Sub-total	32,717	-	-	-	\$	3,665,500	-	\$	1,211,625

Dock Utilities

Dock A-B Utilities	44	slips	\$	25,000	\$	1,100,000	33%	\$	363,000
Dock C-D Utilities	24	slips	\$	25,000	\$	600,000	0%	\$	-
Dock E-F Utilities	28	slips	\$	25,000	\$	700,000	75%	\$	525,000
Dock Utilities Sub-total	96	-	-	-	\$	2,400,000	-	\$	888,000

Construction Sub-total

Soft Costs (Permitting, Design, Construction Admin)*	15.0%	Percent	-	\$	993,525	37%	\$	367,604
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Project Total

\$ 7,617,025

Local Funding

Anacosta Holdings	-48.6%	-	-	-	-	-	\$	(1,300,000)
Summer's End Group	-1.9%	-	-	-	-	-	\$	(50,000)
The Yacht Club at Summer's End	-1.9%	-	-	-	-	-	\$	(50,000)
Total Local Funding	-52.4%	-	-	-	-	-	\$	(1,400,000)

Remaining Required Federal Matching Funds

\$ 1,273,589

Total Number of Transient Slips Upon Completion*

36

Total Federal Match Cost per Slip

\$ 35,856

* Pro-rating factor for common elements is based upon the ratio of transient slips to total slips upon completion.

APPENDIX A - Cost Estimate and Funding Summary



Application for Funding
BIG Program - St. John Marina