

**Application for Federal Assistance SF-424**

Version 02

* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify) <input type="text"/>
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* 3. Date Received: <input type="text" value="09/18/2014"/>	4. Applicant Identifier: <input type="text"/>
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5a. Federal Entity Identifier: <input type="text"/>	* 5b. Federal Award Identifier: <input type="text"/>
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**State Use Only:**

6. Date Received by State: <input type="text" value="08/01/2014"/>	7. State Application Identifier: <input type="text"/>
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**8. APPLICANT INFORMATION:**

\* a. Legal Name:

* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text" value="54-6001775"/>	* c. Organizational DUNS: <input type="text" value="968124453"/>
--	---

**d. Address:**

* Street1:	<input type="text" value="109 Governor Street"/>
Street2:	<input type="text"/>
* City:	<input type="text" value="Richmond"/>
County:	<input type="text"/>
* State:	<input type="text" value="VA: Virginia"/>
Province:	<input type="text"/>
* Country:	<input type="text" value="USA: UNITED STATES"/>
* Zip / Postal Code:	<input type="text" value="23219"/>

**e. Organizational Unit:**

Department Name: <input type="text" value="Office of Environmental Health"/>	Division Name: <input type="text" value="On-site Sewage &amp; Marina Prgm"/>
---	---

**f. Name and contact information of person to be contacted on matters involving this application:**

Prefix: <input type="text" value="Mr."/>	* First Name: <input type="text" value="Preston"/>
Middle Name: <input type="text" value="Kerr"/>	
* Last Name: <input type="text" value="Smith"/>	
Suffix: <input type="text"/>	

Title:

Organizational Affiliation:

* Telephone Number: <input type="text" value="804-864-7468"/>	Fax Number: <input type="text" value="804-864-7475"/>
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\* Email:

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**9. Type of Applicant 1: Select Applicant Type:**

A: State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

\* Other (specify):

**\* 10. Name of Federal Agency:**

Fish and Wildlife Service

**11. Catalog of Federal Domestic Assistance Number:**

15.622

CFDA Title:

Sportfishing and Boating Safety Act

**\* 12. Funding Opportunity Number:**

F14AS00241

\* Title:

Boating Infrastructure Grants Tier 2

**13. Competition Identification Number:**

Title:

**14. Areas Affected by Project (Cities, Counties, States, etc.):**

County of Surry

**\* 15. Descriptive Title of Applicant's Project:**

Construction of transient slips, sanitary facilities, installation of utilities, fuel, dredging for the County of Surry at Gray's Creek Marina.

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

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**16. Congressional Districts Of:**

\* a. Applicant

\* b. Program/Project

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

Add Attachment

Delete Attachment

View Attachment

**17. Proposed Project:**

\* a. Start Date:

\* b. End Date:

**18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="1,392,985.00"/>
* b. Applicant	<input type="text" value="2,058,743.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="3,451,728.00"/>

**\* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application 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 the State for review.
- c. Program is not covered by E.O. 12372.

**\* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)**

- Yes  No

**21. \*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

\*\* The 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:  \* First Name:

Middle Name:

\* Last Name:

Suffix:

\* Title:

\* Telephone Number:  Fax Number:

\* Email:

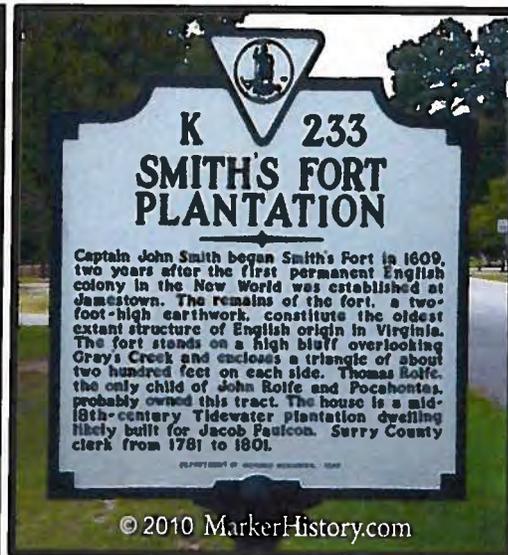
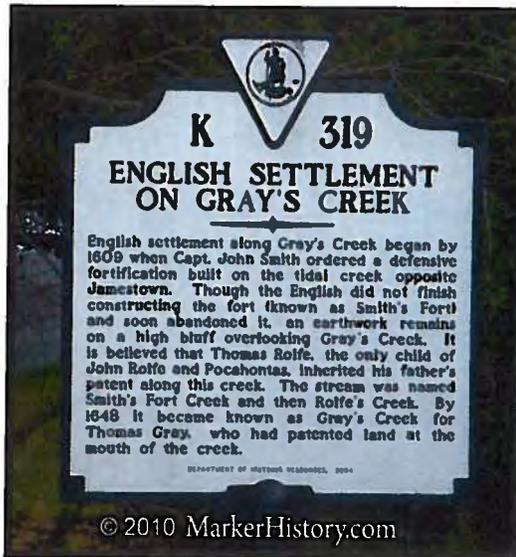
\* Signature of Authorized Representative:  \* Date Signed:

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**\* Applicant Federal Debt Delinquency Explanation**

The following field should contain an explanation if the Applicant organization is delinquent on any Federal Debt. Maximum number of characters that can be entered is 4,000. Try and avoid extra spaces and carriage returns to maximize the availability of space.



## Gray's Creek Marina **Boating Infrastructure Grant Proposal** **Tier Two**

Submitted to  
Virginia Department of Health  
U.S. Fish & Wildlife Service

September 3, 2014

Submitted by  
The County of Surry, Virginia



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conditions	

## **NARRATIVE**

### **Background and Statement of Need**

Surry County is actively pursuing development of a marina facility heavily devoted to transient boaters. In spite of having 22.5 miles of James River shoreline, and prior to recently purchasing the former Gray's Creek Marina, Surry County did not own any waterfront property. There are no currently operating marinas in Surry County – the former Gray's Creek Marina did not recover from significant hurricane damage. Construction plans are now in progress to demolish old fixed piers and construct a modern, floating marina complex on Gray's Creek, a tributary of the historic James River. Plans are also underway to redevelop the marina upland with a new restaurant, an Environmental Education Center, nature trails and other amenities. Gray's Creek Marina will be a destination providing a unique experience for the transient boating public.

Surry County, Virginia, is one of the oldest regions settled in North America, located directly across from Jamestown on the southern shore of the James River. Surry's attractions span four centuries of history and include 16 privately occupied structures listed on the National Register of Historic Places. In addition to Surry's wealth of historic features, it is also home to the Surry Nuclear Power Station. Surry County uniquely spans the centuries from founding The New World to 21<sup>st</sup> century technology.

Today's Surry County provides a montage of rolling farmlands, blossoming woods, waterfront panoramas and quaint lifestyles. For history lovers, Surry is a treasure trove of stately old homes and plantations. For adventurers, there are footpaths through the woods, boating, off-road trails, hunting and fishing. For active recreation, there are scenic picnic areas, a swimming pool and a beach at Chippokes State Park. For food lovers, Surry serves up the quintessence of Southern cuisine, world famous smoke cured hams and home-grown peanuts. From the delightful ferry ride across the James River to the warmth and hospitality of the folks in Surry County, visitors will have a unique and very memorable experience.

Gray's Creek Marina will have 50 total boat slips of which 40 (80%) will be designated for transient boaters. Gas and diesel fuel dispensers will offer fuel in a long segment of the James River devoid of fueling opportunities. The marina will include an additional floating pier for crabbing and fishing, ship's store, bathhouse with showers, and 4 apartment units for those transient boaters who might prefer to sleep in a full size bed. Surry County is committed to creating an attractive and enjoyable experience to the boating public with their only waterfront property. (See Appendix for marina layout)

A safe Harbor of Refuge is vitally important to the transient boater. Summertime thunderstorms with prolific lightning and extreme winds occur with little warning. This marina will provide a protected Harbor of Refuge for all boaters. The James River is navigable from the fall line in Richmond to the Chesapeake Bay and includes many locally based cruising clubs in addition to direct access to the Intracoastal Waterway. In short, transient traffic is very high in this region.

Funds from the Boating Infrastructure Grant (BIG) Program will be used to construct transient boat slips and supporting facilities within the new marina complex.

## **Objectives**

Specific objectives for this project are to provide 40 new transient boat slips ranging in size from 26' to 90' long. Also included are fuel dispensers and a new bathhouse. Lastly, the marina will provide a safe Harbor of Refuge.

The new transient boat slips will provide boaters access to historic Surry County and surrounding attractions. Surry County has both an interesting past and an exciting future. The first English settlers sailed up the James in 1607 and first landed in Surry County before building their fort on Jamestown Island. The County is very rich in historical attractions. Other tourist related enterprises that will benefit from increased transient boat traffic include shops, restaurants, B&B's, etc.

## **Expected Results/Benefits**

Since Surry County does not have any marinas, Gray's Creek Marina will fulfill the need for local citizens to keep their boats here, and local citizens can have their boating friends visit by water. In fact, the lack of residential waterfront with docks severely limits citizen access to the water. There are other marinas on the James River that attract transient boats, and Gray's Creek Marina will provide them with a new option to visit the many historical attractions in Surry County. That option currently does not exist.

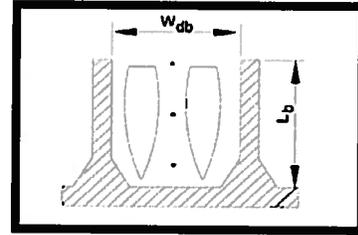
A marina economic model (see Appendix) projects \$400,000 direct local economic benefits and 13 new jobs for the local citizens and the County. When hurricanes approach this region, many boat owners take their boats to a "hurricane hole" that will provide more protection. Gray's Creek Marina will be designed to category I hurricane wind intensity and storm surge, thereby providing a safe Harbor of Refuge.

## **Approach**

Planning for a new marina in Gray's Creek began when the County commissioned Langley & McDonald to prepare a master plan of the newly-acquired waterfront property. The proposed marina is phase 1.

The redeveloped marina layout will be a floating facility with boat slips ranging from 26 feet to 36 feet long and with T-heads to accommodate boats up to 90' long. The marina will consist of 4 T-head piers with 4' wide, full length finger piers in a traditional double-

loaded format. The double-loaded layout with 1 finger pier serving 2 boat slips is the most efficient use of floating docks and water space. Timber mooring piles will separate 2 boat slips and serve as fender piles protecting moored boats.



All slips are oriented parallel to the current in Gray's Creek for ease and safety of accessing slips and maneuvering in the marina basin. Each double boat slip will have a power pedestal with integrated water service. Power to the T-head power pedestals will be greater in anticipation of larger boats. One T-head will be dedicated to fuel dispensers and holding tank pump-out. Each of the 4 piers will be 8' wide and the main pier connecting all T-head piers will be 10' wide. Access from the floating docks to the upland will be by 2 fixed piers spanning over existing vegetated wetlands. There will be 2 access gangways, one of which will be ADA compliant.

Regulatory permits for the new marina are in process. Dredging is not required in the marina basin or the adjacent creek as it is naturally deep, however, dredging is necessary and reasonable at the confluence of Gray's Creek and the James River. This one-time dredging event will provide a 75' wide x 6' deep channel as the most direct route from the marina to deep, open water in the James River. The Corps of Engineers recognizes 75' width for safe two-way traffic. Dredging is necessary due to the reduction in boat traffic accessing Gray's Creek and increased siltation resulting from inactivity. A previous channel will be restored. BIG grant funds have not been previously used to fund any portion of the proposed dredging or the marina basin. Dredging will be accomplished by excavator into scows, transferred into trucks and deposited in an approved upland location in Surry County. (See chart in Appendix) The County understands BIG funds can be used only for one-time dredging and accepts responsibility for future maintenance of the channel at 6' MLW.

## **Location**

Surry County is located in southeastern Virginia on the southern James River shoreline midway between Richmond and Virginia Beach. The Town of Surry is the County seat. Gray's Creek is a tributary that connects with the James River just upstream (west) of a ferry landing. The ferry is operated by VDOT and carries people and vehicles across the James River between Surry County and the Jamestown/Williamsburg historical area. Marina latitude/longitude coordinates are 37°10'36"/76°48'18". (See Location Maps in Appendix)

## **Estimated Costs**

Estimated construction costs of Gray's Creek Marina follow. The cost is broken down into various elements, and the BIG program is applied as a portion of the cost as noted. The 40 transient boat slips represent 80% of 50 total slips. Proration for transient use of each cost

element takes into account non-transient boats and other non-transient marina guests. Surry County hereby requests Tier Two BIG program funding in the amount of \$1,392,985 to help offset construction of the transient boat slips and supporting facilities.

	Total Marina Cost Estimate	Transient Cost Estimate	Proration	BIG Funds Requested	BIG Req / Transient Cost Est.	James R Assoc. (in-kind)	Dominion FDIH (cash)	Crater RPDC (in-kind)	Surry EDA (cash)	Farmer Joe's (in-kind)	Surry County (cash)	Total Non-Federal Matching
<b>Gray's Creek Marina</b>												
50 Slips & Utilities	\$ 2,030,542	\$ 1,383,253	68%	\$ 800,000	58%	\$ -	\$ -	\$ 10,000	\$ 10,000	\$ -	\$ 563,253	\$ 583,253
Marina Access*	\$ 355,954	\$ 213,573	60%	\$ 150,000	70%	\$ 12,400	\$ 20,000	\$ -	\$ -	\$ 17,500	\$ 13,673	\$ 63,573
Bathhouse	\$ 872,289	\$ 305,301	35%	\$ 250,000	82%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 55,301	\$ 55,301
Fuel System	\$ 95,300	\$ 48,872	51%	\$ 48,872	100%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Demolition	\$ 59,600	\$ 59,600	100%	\$ -	0%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 59,600	\$ 59,600
Dredging	\$ 3,746,936	\$ 1,441,129	10%**	\$ 144,113	10%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,297,016	\$ 1,297,016
<b>TOTAL</b>	<b>\$ 7,160,622</b>	<b>\$ 3,451,728</b>	<b>48%</b>	<b>\$ 1,392,985</b>	<b>40%</b>	<b>\$ 12,400</b>	<b>\$ 20,000</b>	<b>\$ 10,000</b>	<b>\$ 10,000</b>	<b>\$ 17,500</b>	<b>\$ 1,988,843</b>	<b>\$ 2,058,743</b>

\* Fixed Piers from upland and Gangways  
 \*\* Dredging is restricted to 10% of eligible costs.

**Proration Calculations**

Marina Piers (Floating Docks & Anchor Piles)	40 transient	50 total	80%
Marina Utilities (not including upland costs)	40 transient	50 total	80%

<b>Marina Access Piers &amp; Gangways</b>		Proration
transient slips are		80%
other users (crabbing/fishing pier) reduce proration to say	Prorated transient	60%

<b>Bathhouse</b>		Proration
transient slips are		80%
other users (non-transient boaters) reduce proration to say	Prorated transient	35%

<b>Fuel System</b>		Proration
Marina has	40 transient slips of	50 total slips
other boats on creek assume	14 piers w/2 boats ea	28 boats
total boats		78 boats
		Prorated transient 51%

<b>Channel Dredging</b>		Proration
Marina has	40 transient slips of	50 total slips
other boats on creek assume	28 boats	
assume	50% use channel*	14 boats
boat ramp assume	80 launches/day	
assume	50% use channel*	40 boats
total boats		104 boats
		Prorated transient 38%

\*Assumption is 50% of non-transient boats on Gray's Creek will not use the channel to access the James River. They will stay in Gray's Creek.

**Contacts**

**Mr. Tyrone W. Franklin**  
 County Administrator  
 P. O. Box 65  
 Surry, Virginia 23883  
 Phone: (757) 294-5271  
[twfranklin@surrycountyva.gov](mailto:twfranklin@surrycountyva.gov)

**Ms. Terri E. Hale**  
 Dir. Finance and Info. Technology  
 P. O. Box 65  
 Surry, Virginia 23883  
 Phone: (757) 294-5271  
[thale@surrycountyva.gov](mailto:thale@surrycountyva.gov)

## CRITERIA 1 - 8

### 1. Partnerships

Surry County is partnering with several public and private entities to assist and to be involved with Gray's Creek Marina. Letters of support are in the Appendix. None of these involve federal funds:

1. **James River Association (JRA)** is devoted to improving the health of the James River. The JRA is donating 13 picnic tables to Gray's Creek Marina for a value of \$12,400. These picnic tables will enhance the transient boater's experience with an alternative for gathering, relaxing and eating. [Private funds]
2. **The Dominion Foundation** is the charitable arm of Dominion Virginia Power. They support environmental stewardship, habitat preservation and community vitality, among many other causes. The Dominion Foundation will contribute \$20,000 to Surry County, which will be applied toward the marina access piers. The access piers will be pile-supported and elevated to minimize any impacts to the lush, vegetated wetlands they cross. [Private funds]
3. **Crater Regional Planning District Commission** represents 11 regional local governments and focuses on economic, small business development, and environmental issues, in response to local needs. The Crater RPDC supports the marina project with in-kind services valued at \$5,000 to provide counsel and guidance to assist the County in developing the utility components of the boat slips, in particular the electrical component by virtue of their established relationship with Dominion Virginia Power. [Local funds]
4. **Surry County Economic Development Authority** is contributing \$10,000 because they realize the increase in commercial activity Gray's Creek Marina will bring to Surry County. This activity will increase jobs, increase local tax revenue, and diversify County income streams due to the transient boating activity the marina will attract. Specifically, the County EDA commits these funds to offset the cost of the floating slips. [Local funds]
5. **Farmer Joe's Greenhouse and Florist** will donate approximately 50 trees and shrubs valued at \$17,500 to Surry County for use on the Gray's Creek Marina project. Stormwater management is high priority, especially since Gray's Creek is a tributary to the James River and the Chesapeake Bay. A portion of these trees and shrubs will be used as bioretention to filter stormwater prior to discharge. Other trees and shrubs will be used to stabilize slopes for erosion control and to reduce sediment from entering the creek. Additionally, this native plant material will be used to enhance

the marina site by complementing the picnic tables, bathhouse and other upland improvements, all with transient boaters as primary users. [Private funds]

## 2. Innovative Techniques

The proposed marina will incorporate several innovative techniques to attract the transient boating public and to make their visit more enjoyable. The best transient boater is one who not only will return, but will also spread the good word to his boating friends and associates.

- Y The marina layout and boat slip mix is specially configured to provide the maximum flexibility to accommodate a wide range of transient boat sizes and numbers. The marina will serve boats from 26' to 90' long.
- Y Bioretention landscape planting beds are incorporated into the stormwater management system to filter stormwater runoff to reduce pollutant loads entering adjacent harbor waters. These landscaped areas also serve to beautify the upland area and eliminate the need for unsightly BMPs.
- Y Wireless Internet access will be available to all boat slips.
- Y A floating crabbing and fishing pier will be integral to the marina giving the transient boaters a unique water-based activity that may not be available within other marina complexes in Virginia.
- Y The Dockmaster will have kayaks and canoes for rent on site, and Gray's Creek provides many opportunities for environmental excursions and historic observations. Can you imagine paddling a canoe on the same waters traveled by Captain John Smith before Jamestown was founded?
- Y Immediately adjacent to the marina and on the second floor of the restaurant building, the marina will offer 4 apartment units for those transient boaters who prefer a real bed over maybe a small V-berth on their boat.
- Y Extensive upland site amenities include a new bathhouse, Environmental Education Center and nature trails.
- Y Additional on-site attractions will include a Farmer's Market specializing in local produce.

## 3. Non-Federal Match

Total transient project cost = \$ 3,451,728

BIG Funds requested = \$ 1,392,985                      Percent of total project cost = 40.3%

Matching non-federal funds = \$ 2,058,743                      Percent of total project cost = 59.7%

#### **4. Cost Efficiency**

This project is adding 50 new boat slips, 40 of which are transient, to an existing facility.

The cost estimate indicates the federal cost per slip is \$ 34,825.

Features that make Gray's Creek Marina cost effective are very diverse and range from the obvious to the sublime:

Y Double-loaded boat slips with full-length finger piers provide the most cost effective marina. Boat owners tie their boats to floating docks and do not worry tide or wind.

These new boat slips will take advantage of and improve existing power, sewerage, and water infrastructure.

The project will take advantage of an existing stabilized, vegetated shoreline, so no additional expense is required for bulkheads, riprap, etc.

Y The marina basin is situated to avoid dredging. Existing depths in the marina basin are 6' (MLW) or greater. There are old fixed piers and a few sunken boats in the marina basin that make up the demolition cost line item, which the County is covering 100% of that cost.

Y No bulkheads or other shoreline stabilization structures are required.

Y In addition to "normal" boat slips with finger piers, T-head piers and alongside moorings provide great flexibility to accommodate a wide variety of boat lengths.

Y The County's web site will be expanded and improved to help attract more transient boaters to the marina.

Y Wireless Internet access will be provided to all boat slips.

#### **5. Waypoint Linkage or Safe Harbor**

Gray's Creek Marina is located about one mile up Gray's Creek from the James River and midway between Richmond and Virginia Beach. This places the marina in the very middle of very heavily traveled cruising routes. The James is a huge highway for transient traffic.

There are literally thousands of boats within a typical day's travel (100 miles).

To transit from southern Chesapeake Bay to Richmond, many boaters will take the opportunity to stop several times, depending on their boat speed and their desire to enjoy

the trip. Gray's Creek Marina is ideally situated to take advantage of this traffic. Even though Surry County provides many attractions, there are many other cultural and historic attractions in this particular section of the James since the Historic Triangle (Jamestown, Williamsburg, and Yorktown) is directly across the James from Surry County.

As a Safe Harbor, Gray's Creek will serve a large community of boaters, both transient and permanent. Since Gray's Creek is located about a mile by boat from the James River and on the other side of a horseshoe bend, it is sheltered from wind and there is no fetch for any wind driven wave action. The marina will be a calm respite while other, more exposed marinas may be in jeopardy.

## 6. Access to Cultural/Natural Resources (See maps in Appendix)

Surry County has both an interesting past and an exciting future. The very first Englishmen landed in Surry County before building their fort on Jamestown Island. Surry was considered part of the Jamestown Settlement. Surry is home to several **local**, century-old places of historic note, including:

- Y **Smith's Fort Plantation**, built in 1609, two years after Jamestown was founded, stands on land given as a Dower tract by Indian Chief Powhatan to John Rolfe upon the occasion of his marriage to Pocahontas. This attraction is less than a mile from Gray's Creek Marina, easily within walking distance. [Non-Profit]
  
- Y **Bacon's Castle**, which was built in 1665, is the oldest documented brick house in English North America. Named for Nathaniel Bacon, it is an architectural gem featuring distinctive triple-stacked chimneys and curved Flemish gables. Bacon's Castle is only 9 road miles away from Gray's Creek Marina. [Non-Profit]
  
- Y **Chippokes Plantation State Park** is just across the James River from historic Jamestown in Surry County. A working farm since 1619, Chippokes Plantation is one of the oldest continually farmed plantations in the country. Attractions include the Jones-Stewart Mansion, the Farm and Forestry Museum, a visitor center, swimming complex, camping area, picnic areas, formal English gardens, and biking and hiking trails. Chippokes Plantation is only 6 road miles away from Gray's Creek Marina. [State]

Since Surry County is on the James River directly across from the Historic Triangle, and since there is a pedestrian and vehicular ferry (FREE!) connecting Surry to Jamestown, direct access is available to the following **regional** attractions:

- ***Busch Gardens-Williamsburg*** theme park is nearby for thrill seekers. [Private]
  
- ***James River Plantations*** - Treasures from three centuries are available at several James River Plantations. Close to the Colonial Capitals of Jamestown and Williamsburg, the plantations represent the first westward

expansion of English-speaking America. The plantations and farms along the James River have survived the Revolutionary War, the War of 1812 and the War Between the States. The gracious manor houses, all privately owned and preserved historic National Register properties, are open for visitors to experience and enjoy today. Benjamin Harrison and Presidents William Henry Harrison and John Tyler were born and lived here. [Private]

- **Colonial Parkway** - The Colonial Parkway is one of Virginia's National Scenic Byways. The 23-mile Colonial Parkway connects Virginia's Historic Triangle - Jamestown, Colonial Williamsburg and Yorktown. Free of commercial development, The Colonial Parkway is specifically designed to provide the experience of nearly 400 years of American colonial history. [Federal]
- **Mariner's Museum** - America's premier maritime museum. The museum's unrivaled collection includes figureheads, antique navigational instruments, working steam engines and the nationally famous Crabtree Collection of Miniature Ships. The gun turret from the ironclad Monitor is being prepared for display. [Non-Profit]
- **John Smith Chesapeake Trail** - Captain John Smith's historic routes are known and can be followed in their entirety. The John Smith Chesapeake Trail is the first National Historic Trail to follow a route on water. The historic routes cover approximately 3000 miles of the Bay and its tributaries, and they may be accessed from hundreds of points throughout Virginia, Maryland and Delaware. Grays Creek in Surry County is on the trail. [Federal]

Central Virginia is a treasure trove of historical attractions on **national** significance. From Jamestown to Colonial Williamsburg to Robert E. Lee's surrender at Appomattox, our nation's most important events occurred here. Gray's Creek Marina is located in the midst of all these attractions:

- ./ **Jamestown** Settlement interprets the cultures of 17th-century colonial Jamestown, America's first permanent English settlement, and the Powhatan Indians. The founding of Jamestown in 1607, 13 years before the Pilgrims landed at Plymouth, Massachusetts, sparked a series of cultural encounters that shaped the nation and the world. The government, language, customs, beliefs and aspirations of these early Virginians are all part of United States' heritage today. Jamestown continued as the center of Virginia's political and social life until 1699 when the seat of the government moved to Williamsburg. [State]
- ./ **Williamsburg** - On June 7, 1699 the General Assembly instituted an act directing the building of the Capitol and the City of Williamsburg. It became a city of influence where intellectuals gathered and great ideas sprang. People such as George Mason, George Wythe, George Washington, Patrick Henry, and James Madison were all in Williamsburg at one time or another. King William and Queen

Mary granted a royal charter to the College of William and Mary in 1693, making it the second oldest college in the U.S. Today, the main attraction is Colonial Williamsburg's Historic Area where visitors come face-to-face with people who "live" in the 18th century, offering the country's largest live interactive history museum spanning 301 acres. Among the original buildings are colonial homes, government buildings, trade shops, and taverns. Included are the Capitol, the Governor's Palace, the Raleigh Tavern, the Randolph House, the Public Gaol (Jail) and the Wythe House. [Non-Profit]

./ **Yorktown** Victory Center interprets the impact of the American Revolution on the people of America and the development of the new nation. Yorktown was an international port and a prosperous place to be. By the mid-18th century, Yorktown was the chief tobacco port on the Chesapeake Bay. Against all odds and almost crippling the port, Yorktown survived the 1781 British siege during the Revolutionary War resulting in an incredible American victory. [State]

## 7. Economic Impact

The economic impact of the new boat slips in Gray's Creek Marina is directly related to the number of boat slips. Projected gross income from marina operations is:

Item	1 <sup>st</sup> Year	2 <sup>nd</sup> Year	3 <sup>rd</sup> Year	4 <sup>th</sup> Year
Transient Slip Rental	\$ 69,000	\$ 72,500	\$ 76,100	\$ 80,000
Fuel Sales	\$ 75,000	\$ 78,800	\$ 82,800	\$ 86,900
Services & Supplies	<u>\$ 11,000</u>	<u>\$ 11,500</u>	<u>\$ 12,100</u>	<u>\$ 12,700</u>
TOTALS	\$ 155,000	\$ 162,800	\$ 171,000	\$ 179,600

Local tax revenue realized by Surry County the first year will be nearly \$ 18,000 and local tax revenue will increase per year as shown in the following tab

TAX	BASE		INCREMENTAL INCREASE	
Transient Occupancy*	\$ -	\$ -	\$ -	\$ -
Meals Tax*	\$ -	\$ -	\$ -	\$ -
Short Term Rentals*	\$ -	\$ -	\$ -	\$ -
Electric Utility	\$ 15,000	\$ 15,800	\$ 16,500	\$ 17,400
Local Sales and Use	\$ 2,600	\$ 2,700	\$ 2,800	\$ 3,000
Business License Tax (Retail)	\$ 390	\$ 400	\$ 420	\$ 450
Total Incremental Tax Revenue	<u>\$ 17,990</u>	<u>\$ 18,900</u>	<u>\$ 19,720</u>	<u>\$ 20,850</u>

\* Surry County does not have these local taxes at the present time.

A Boating Economic Impact Analysis model formerly developed by Michigan State University and now managed by the Florida Fish and Wildlife Conservation Commission is attached as an Appendix. At full occupancy, this model forecasts direct and indirect economic effect on the local economy of 13 additional jobs, \$ 240,000 in labor income and

\$ 400,000 in value added annually.

**8. Multi-State Coordination**

The U.S. Fish and Wildlife Service Region 5 states have entered into a signed Cooperative Regional Agreement and formal plan that results in the coordinated effort for the location of tie-up facilities. (Please see attachment)

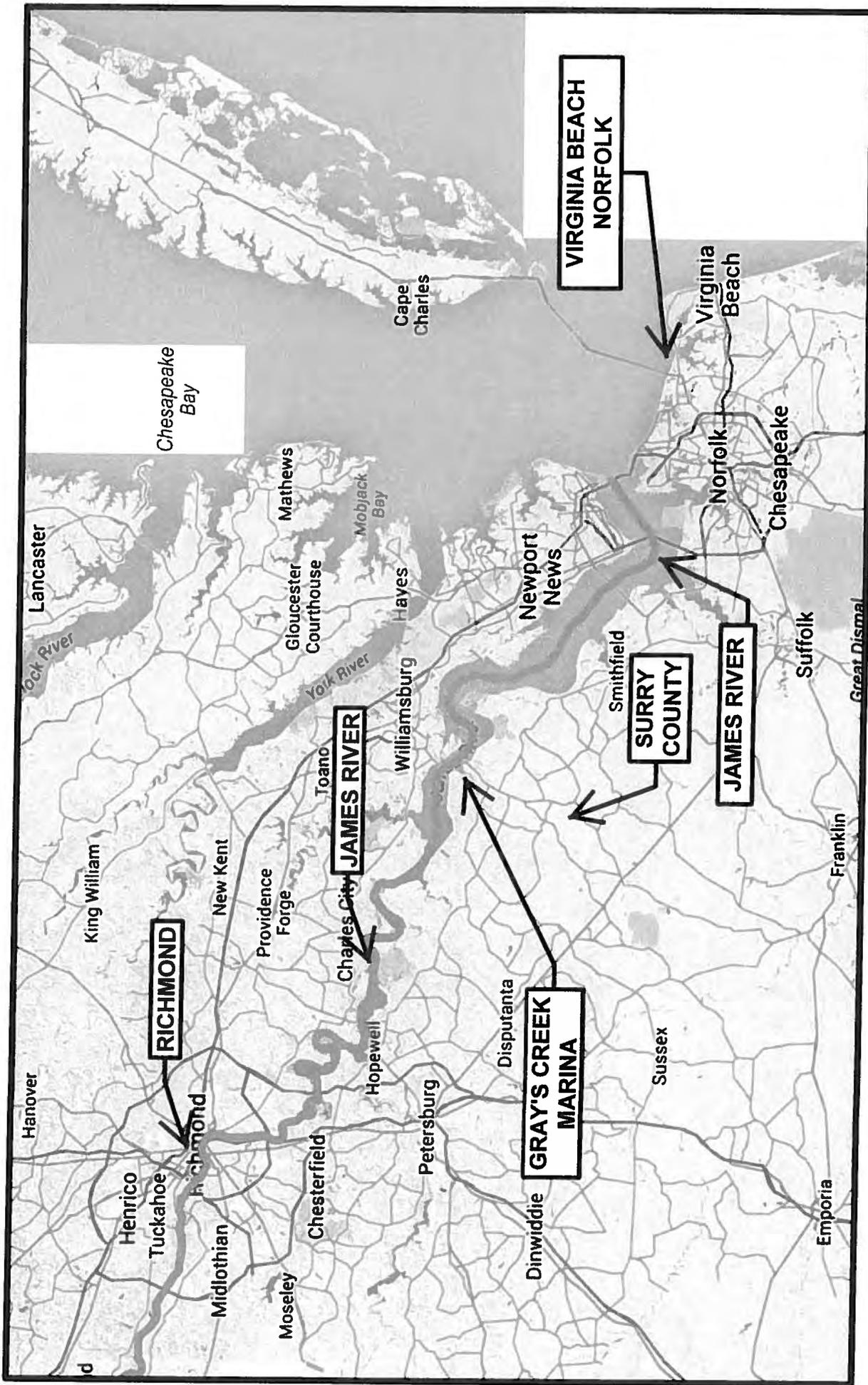
**Ranking Criteria Summary**

1. Partnerships	15 pts
2. Innovative Techniques	15 pts
3. Non-Federal Match	15 pts
4. Cost Efficiency	8 pts
5. Waypoint Linkage & Safe Harbor	10 pts
6. Access to Cultural/Natural Resources	15 pts
7. Economic Impact	5 pts
8. Multi-State Coordination	5 pts

**Conclusion**

By purchasing and expanding a marina complex for transient boaters, Surry County will have the only marina in the County. In doing so, Gray's Creek Marina will provide 40 transient slips out of 50 total slips, and a safe and convenient Harbor of Refuge. The marina location offers close connections to a complete suite of local, regional and national historic/cultural attractions. Gray's Creek Marina is ideally suited for the Boating Infrastructure Grant Program, and we respectfully request your consideration.

## **APPENDIX**



**GRAY'S CREEK MARINA**  
**LOCATION MAP**



# Marina

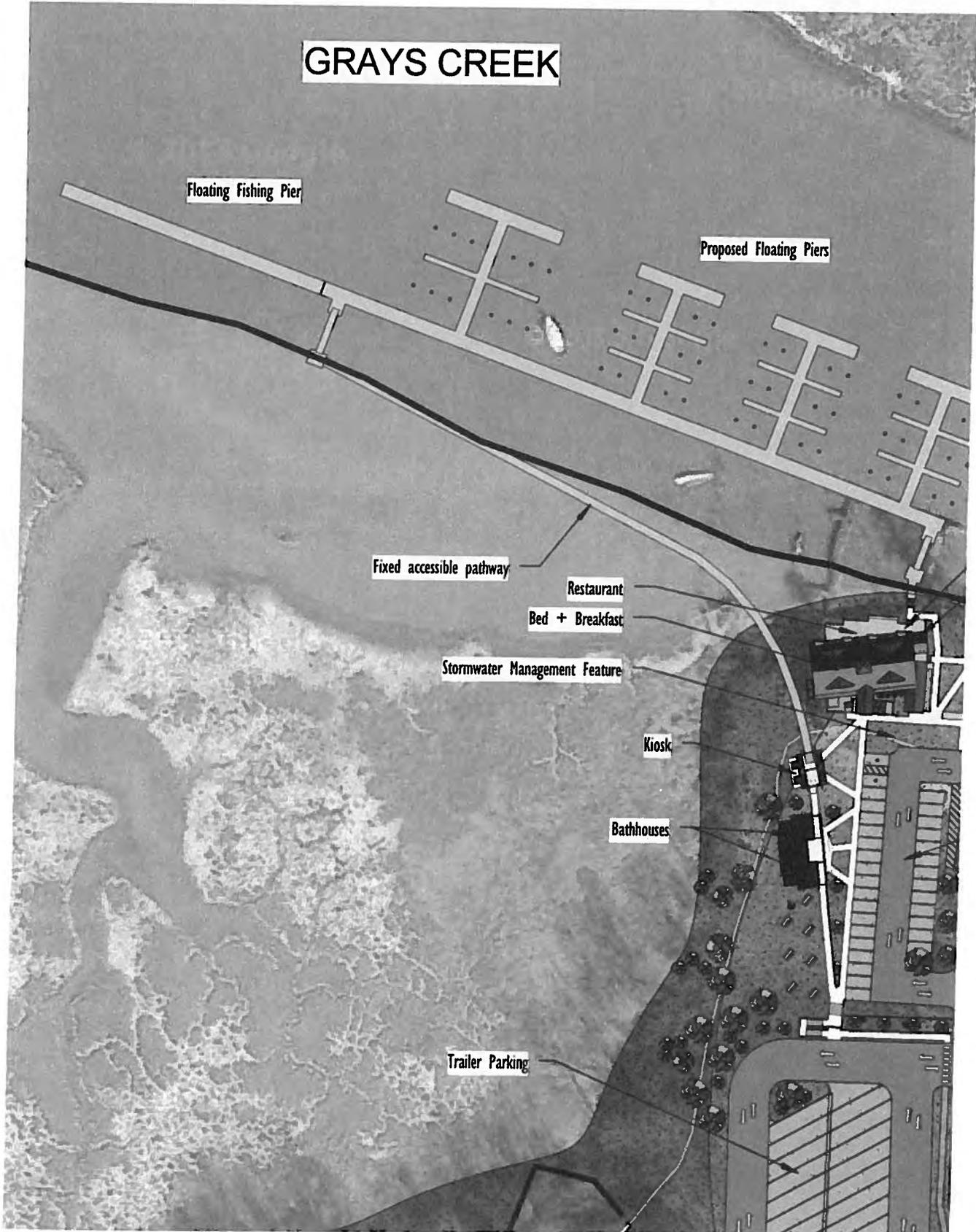
ry, VA 23883

## BIG - EX 1: Harbor Master Plan

July 31, 2014



309 LYNNHAVEN PARKWAY  
VIRGINIA BEACH, VIRGINIA 23452  
757.463.4306 FAX 463.3563  
www.langleymcdonald.com

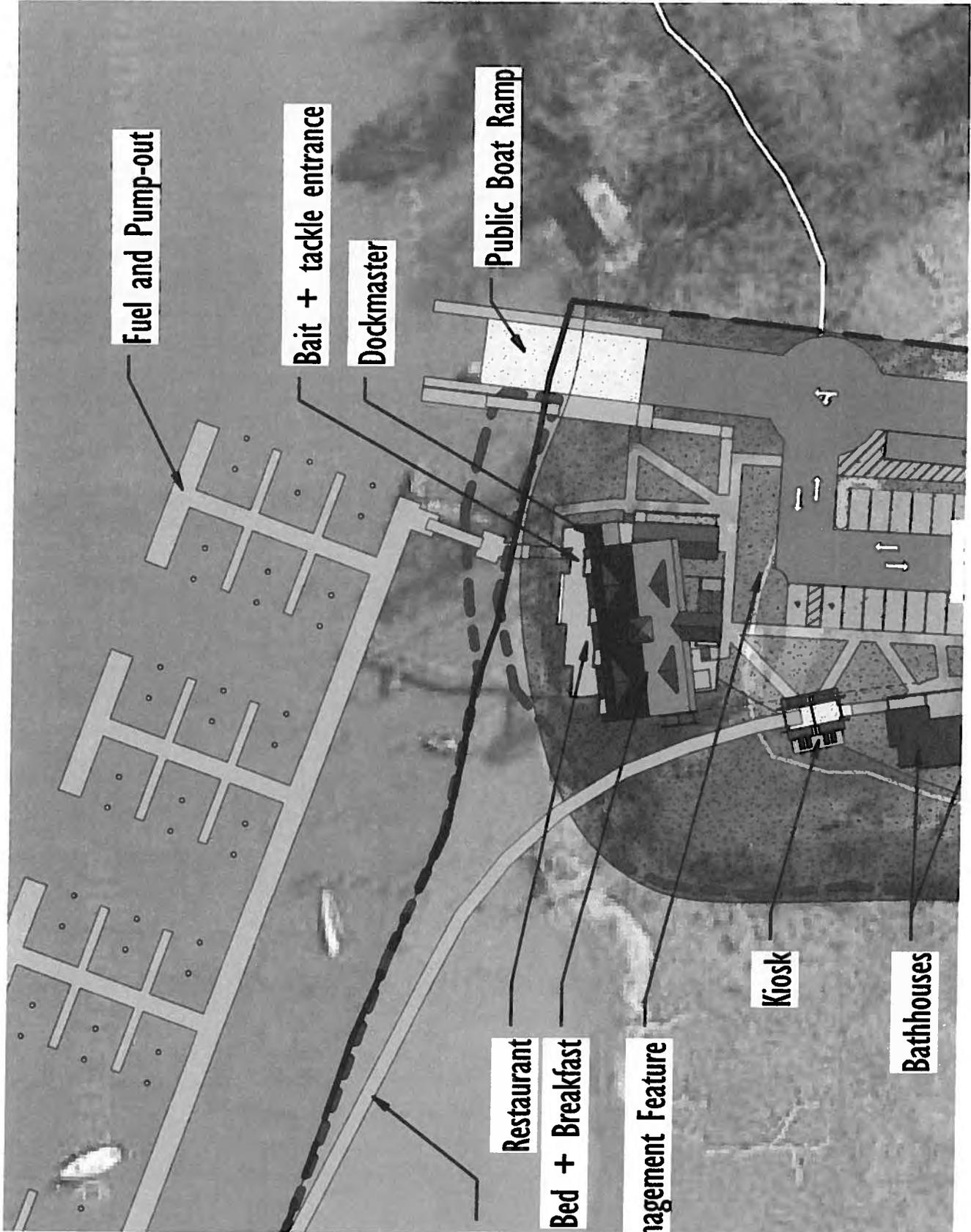


Marina  
ry, VA 23883

BIG - EX 2: Enlarged Marina Plan  
July 31, 2014



309 LYNNHAVEN PARKWAY  
VIRGINIA BEACH, VIRGINIA 23452  
757.463.4306 FAX 463.3563  
www.langley-mcdonald.com





### Marina Information

Marina Name	Gray's Creek Marina, Surry County, Virginia
Type of Marina	Privately-owned / Commercial Marina
Type of Slips	Seasonal, Annual, or Condominium Slips and Transient Slip Rentals
County	DIXIE
Spending Area	Low Spending Area

### Inputs to the Model

Table 1 - Number of Different Type and Size Boats Kept at the Marina

Boat Type and Size	Number of Boats	Average Days per Boat	Total Marina Boat Days
Power <23'		27	
Power 23'-28'	39	29	1,131
Power 29'-40'	8	21	168
Power 41'+	3	15	45
Sail <36'		24	
Sail 36'+		15	
Transient Power	1,000		1,000
Transient Sail			
Total	1,050		2,344

### Spending Profiles by Boats Kept at the Marina

Table 1 - Average Spending on Boat Trip by Boats Kept at the Marina (\$per Boat Day)

Category	Boat Type and Size						Transient Power	Transient Sail
	Power <23'	Power 23'-28'	Power 29'-40'	Power 41'+	Sail <36'	Sail 36'+		
Lodging	3.0	5.0	5.4	5.1			5.6	
Marina Services	0.4	2.8	9.0	11.2			9.3	
Restaurant	1.5	2.3	4.0	3.2			6.9	
Groceries	1.3	2.4	5.5	8.7			6.6	
Boat Fuel	10.0	15.0	30.0	40.0			50.0	
Auto Fuel	9.2	6.3	6.9	8.2			7.9	

Marine Supplies	1.2	1.3	2.3	2.3		
Recreation & Entertainment	5.1	4.1	10.9	31.2	13.3	12.8
Shopping	3.7	5.4	8.6	27.8	10.3	28.0
Total	35	45	83	138	24	127

Table 2 - Average Annual Craft Spending by Boats Kept at the Marina (\$ per Boat per Year)

Category	Boat Type and Size					
	Power <23'	Power 23'-28'	Power 29'-40'	Power 41'+	Sail <36'	Sail 36'+
Slip	600.0	1900.0	1700.0	1800.0		
Loan Payments	623.3	2,665.6	5,368.1	10,094.3		
Motors and Trailers	383.1	844.3	423.7	85.4		
Insurance	342.7	909.7	2,385.1	5,205.7		
Repairs	914.3	3,307.3	7,274.5	16,793.8		
Accessories	3,099.6	5,036.6	10,458.7	18,821.7		
Taxes	56.6	253.2	280.3	1,101.5		
Total	6,020	14,917	27,890	53,902		

### Estimates of Total Spending by Boats Kept at the Marina

Table 1 - Total Trip Spending by Different Size and Type of Boats Kept at the Marina (\$)

Category	Boat Type and Size								Total	PCT
	Power <23'	Power 23'-28'	Power 29'-40'	Power 41'+	Sail <36'	Sail 36'	Transient Power	Transient Sail		
Lodging		5,655	907	230			5,600		12,392	6%
Marina Services		3,167	1,512	504			9,300		14,483	7%
Restaurant		2,601	672	144			6,900		10,317	5%
Groceries		2,714	924	392			6,600		10,630	5%
Boat Fuel		16,965	5,040	1,800			50,000		73,805	37%
Auto Fuel		7,125	1,159	369			7,900		16,554	8%
Marine Supplies		1,470	386	104					1,960	1%
Recreation & Entertainment		4,637	1,831	1,404			12,800		20,672	10%
Shopping		6,107	1,445	1,251			28,000		36,803	19%
Total		50,443	13,877	6,197			127,100		197,617	100%

Table 2 - Total Craft Spending by Different Size and Type of Boats Kept at the Marina (\$)

Category	Boat Type and Size						Total	PCT
	Power <23'	Power 23'-28'	Power 29'-40'	Power 41'+	Sail <36'	Sail 36'+		
Slip		74,100	13,600	5,400			93,100	10%
Loan Payments		103,958	42,945	30,283			177,186	18%
Motors and Trailers		32,928	3,390	256			36,574	4%
Insurance		35,478	19,081	15,617			70,176	7%
Repairs		128,985	58,196	50,381			237,562	25%

Accessories	196,427	83,670	56,465	336,562	35%
Taxes	9,875	2,242	3,305	15,422	2%
Total	581,751	223,123	161,707	966,582	100%

Table 3- Numbers of Boats, Boating Days and Craft and Trip Spending by Different Size and Type Boats Kept at the Marina

Category	Boat Type and Size								Total
	Power < 23'	Power 23'-28'	Power 29'-40'	Power 41'+	Sail < 36'	Sail 36'+	Transient Power	Transient Sail	
Number of Boats		39	8	3					131
Annual Craft Spending per Boat	\$6,020	\$14,917	\$27,890	\$53,902					
Total Craft Spending		\$581,751	\$223,123	\$161,707					\$1,989,348
Average Days per Boat	27	29	21	15	24	15			
Total Boat Days		1,131	168	45			1,000		2,344
Average Trip Spending per Boat Day	\$35	\$45	\$83	\$138	\$24		\$127		
Total Trip Spending per Boat per Year	\$956	\$1,293	\$1,735	\$2,066	\$566		\$127		
Total Trip Spending		\$50,443	\$13,877	\$6,197			\$127,100		\$197,616
Total Craft & Trip Spending per Boat per Year	\$6,975	\$16,210	\$29,625	\$55,968	\$566		\$127		
Total Craft & Trip Spending		\$632,194	\$237,000	\$167,904			\$127,100		\$1,164,198
Percent of Spending by Boats		54%	20%	14%			11%		100%
Percent of Boats		4%	1%	0%			95%		100%
Percent of Boat Days by Boats		48%	7%	2%			43%		100%
Percent of Spending on Trips by Boats		10%	2%	1%			100%		17%

### Economic Impact of Boats Kept at the Marina

Table 1- Economic Impacts of Trip Spending by Boats Kept at the Marina

Structure/Spending Category	Sales (\$ thousand)	Jobs	Labor Income (\$ thousand)	Value Added (\$ thousand)
<b>Direct Effects</b>				
Lodging	12.4	0.2	4.3	7.7
Marina Services	14.5	0.3	4.3	7.7
Restaurant	10.3	0.2	3.0	4.1
Recreation & Entertainment	20.7	0.4	6.2	11.0
Grocery Stores*	2.7	0.1	1.0	1.5
Gas Service Stations*	20.1	0.1	6.2	13.7
Sporting Goods/ Equipment Retail Margins	0.8	0.0	0.2	0.3
Other Retail Trade*	12.6	0.3	4.8	6.7
Wholesale Trade*	1.7	0.0	0.6	1.1

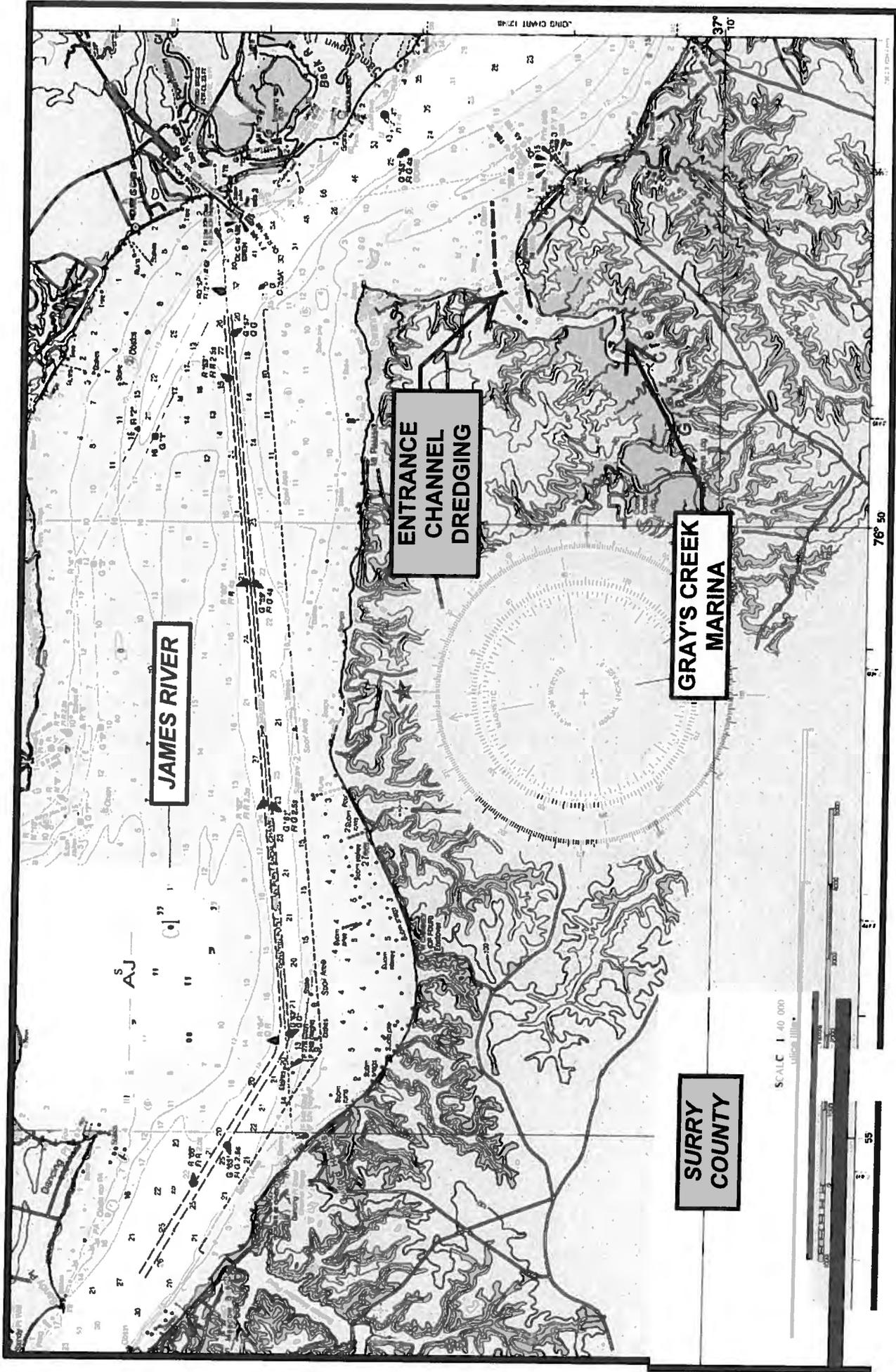
Local Production of Goods				
Total Direct Effects	959	1.7	30.8	53.8
Secondary Effects	150	0.2	3.0	8.7
Total Effects	110.8	1.9	33.9	62.5
* Retail Margins on Sales				

Table 2 - Economic Impacts of Craft Spending by Boats Kept at the Marina

Secwr/Spending category	Sales (\$ thousand)	Jobs	Labor Income (\$ thousand)	Value Added (\$ thousand)
<b>Direct Effects</b>				
<b>Boat Manufacture</b>				
Slip	93.1	2.0	27.9	49.3
Repairs	237.6	3.8	66.5	87.9
Insurance	70.2	1.0	30.2	59.6
Credit Intermediaries	11.5			
Retail Margins	143.8	3.2	55.2	77.0
Wholesale Trade	7.7	0.1	2.9	5.1
<b>Manufacturer (Motors, Trailers &amp; Accessories)</b>				
Total Direct Effects	563.9	10.0	182.7	279.0
Secondary Effects	3.4	1.1	22.1	53.3
Total Effects	637.3	11.1	204.8	332.3

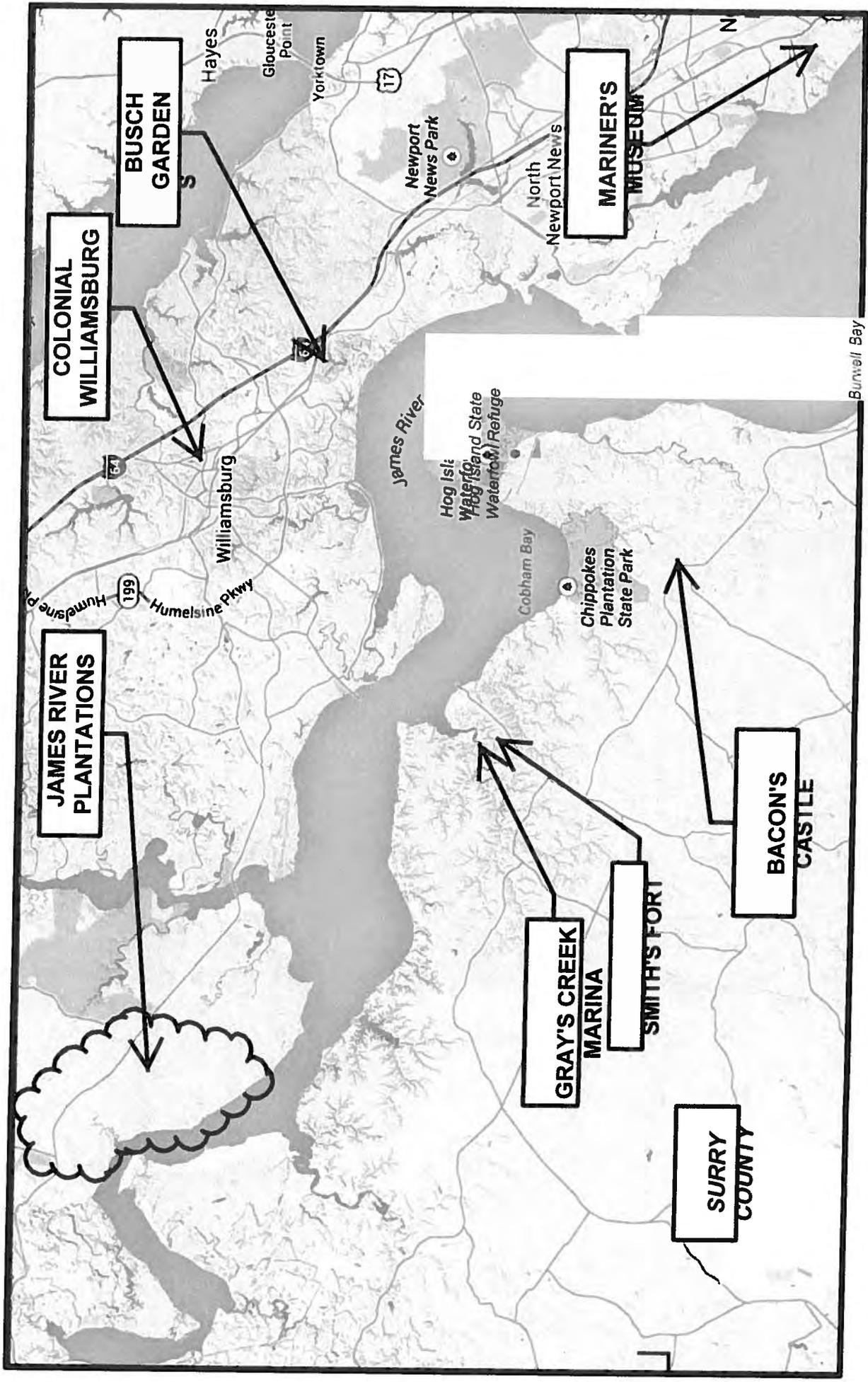
Table 3 - Economic Impact of Both Craft and Trip Spending by Boats Kept at the Marina

Secwr Spending category	Sales (\$ thousand)	Jobs	Labor Income (\$ thousand)	Value Added (\$ thousand)
<b>Direct Effects</b>				
Lodging	12.4	0.2	4.3	7.7
Marina Services	107.6	2.3	32.3	57.0
Restaurant	10.3	0.2	3.0	4.1
Recreation & Entertainment	20.7	0.4	6.2	11.0
Repair & Maintenance	237.6	3.8	66.5	87.9
Insurance & Credit	81.7	1.0	30.2	59.6
Gas Service	20.1	0.1	6.2	13.7
Other Retail Trade	159.9	3.6	61.3	85.5
Wholesale Trade	9.5	0.1	3.5	6.3
<b>Other Local Production of Goods</b>				
Total Direct Effects	659.7	11.7	213.5	332.8
Secondary Effects	88.3	1.3	25.1	62.0
Total Effects	748.1	13.0	238.6	394.8



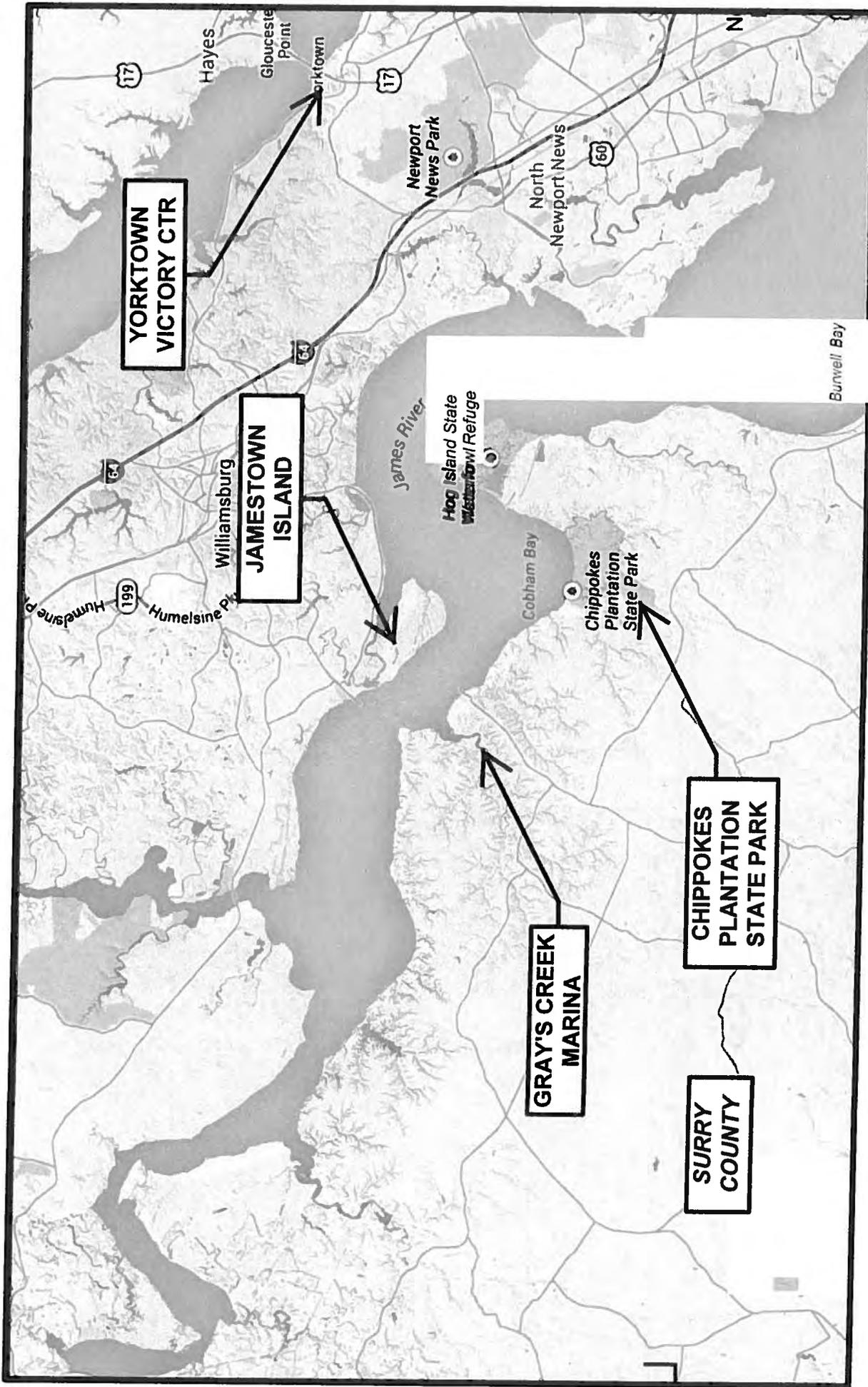
**CHART 12251**

**GRAY'S CREEK MARINA**  
**ENTRANCE CHANNEL DREDGING**  
**75' WIDE x 6' DEEP x 5,000' LONG**  
**(65,000 cubic yards)**



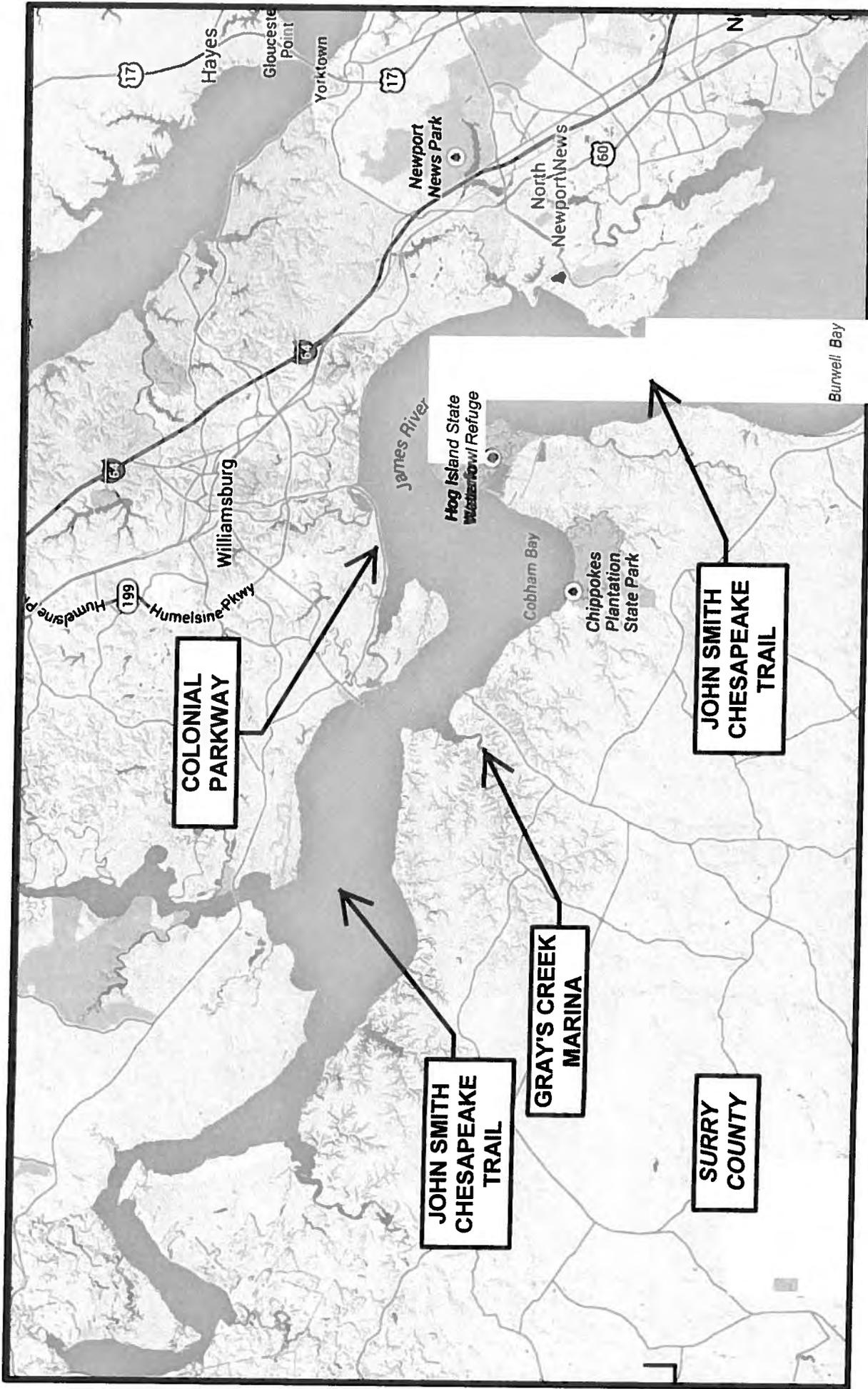
**GRAY'S CREEK MARINA**  
**COUNTY, PRIVATE & NON-PROFIT**  
**OWNED ATTRACTIONS**





# GRAY'S CREEK MARINA

## STATE-OWNED ATTRACTIONS



# GRAY'S CREEK MARINA

## FEDERAL-OWNED ATTRACTIONS



August 15, 2014

Mr. Tyrone Franklin  
County Administrator  
P.O. Box 65  
Surry VA, 23883

Dear Mr. Franklin,

I am writing you on behalf of the James River Association (JRA) to express my support for Surry County's Boating Infrastructure Grant Program application. The acquisition of Grays Creek Marina was a significant achievement for Surry County but improvements to the site are necessary before it opens to the public. The poor condition of the boating infrastructure and facilities are of particular concern. The Boating Infrastructure Grant Program provides funding to construct, renovate, and maintain tie-up boating facilities. This grant would provide the funding necessary to improve the boating infrastructure and facilities at Grays Creek Marina.

After the revitalization of Grays Creek Marina is complete, it will serve as the first county-owned public river access site in Surry County. The site will connect river users to the unique history and natural beauty of Grays Creek and the James River. The site will also provide a connection to the Captain John Smith Chesapeake National Historic Trail and related opportunities for recreation.

The James River Association is a committed partner in the effort to revitalize and reopen Grays Creek Marina. A revitalized Grays Creek Marina will improve the quality of life of residents of Surry County and promote river-based economic activity. If you wish to contact me, please call (804) 572-4667.

Sincerely,

Justin Doyle  
Outreach Manager  
James River Association

cc: Bill Street, Chief Executive Officer – James River Association

*Protecting America's Founding River*

JAMES RIVER ASSOCIATION • 4833 OLD MAIN STREET, RICHMOND, VIRGINIA 23231

(804) 788-8811 • [www.thejamesriver.org](http://www.thejamesriver.org)

*Offices in Lynchburg, Richmond and Williamsburg*



Printed on  
Recycled Paper

**Dominion Virginia Power**  
2700 Cromwell Drive, Norfolk, VA 23509  
dom.com



August 14, 2014

Mr. Tyrone W. Franklin  
Administrator  
Surry County  
45 School Street  
Surry, VA 23883

Dear Mr. Franklin:

This is in reference to your request for Dominion Virginia Power's support of Surry County's Marina Project.

We look forward to partnering with the County as you move forward in developing this project.

Should you require any additional information, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "C. Max Bartholomew, Jr.", written over a horizontal line.

C. Max Bartholomew, Jr.  
Manager – Regional State & Local Affairs

# CRATER PLANNING DISTRICT COMMISSION

Monument Professional Building • 1964 Wakefield Street • Post Office Box 1808 • Petersburg, Virginia 23805  
PHONE: (804) 861-1666 • FAX: 804-732-8972 • E-MAIL: info@craterpdc.org • WEBSITE: www.craterpdc.org  
Dennis K. Morris, Executive Director

September 4, 2014

Mr. Tyrone W. Franklin, Jr.  
County Administrator  
County of Surry  
Post Office Box 65  
Surry, Virginia 23883

Dear Mr. Franklin:

Please allow this correspondence to serve as an official letter of solid support for Surry County's grant request to the Virginia Department of Health in regard to the Boating Infrastructure Program for the transient construction portions of the Gray's Creek Marina Project. Specifically, we estimate that we will be able to provide \$5,000 in in-kind support for this project. Assistance will consist of utilizing our staff resources to assist Surry County in completing the environmental requirements to include working with state and federal agencies and in assisting in implementing Davis-Bacon requirements applicable to this project.

The Gray's Creek Marina Project is the most exciting community development project within the Crater District and is officially recognized in the Crater Planning District Commission's 2014-2019 Comprehensive Economic Development Strategy (CEDS) which was officially approved by the Commission on June 26, 2014.

The Crater Commission looks forward to the approval of this grant request which is vital to the overall Gray's Creek Marina development.

If we can be of any further assistance in this regard, please contact me.

Sincerely,



Denny K. Morris  
Executive Director



"The Countrie it selfe, I must  
confesse is a very pleasant  
land,  
rich in commodities;  
and fertile in soyle. . ."  
- Samuel Argall, ca. 1609

**Surry County**  
**County Administrator's Office**  
**P. O. Box 65**  
**45 School Street**  
**Surry, Virginia 23883**

**TYRONE W. FRANKLIN**  
County Administrator  
Telephone (757) 294-5271  
Fax: (757) 294-5204  
Email: twfranklin@surrycountyva.gov

September 2, 2014

Mr. Preston K. Smith  
Marina Programs Manager  
Virginia Department of Health  
Office of Environmental Health Services  
109 Governor Street, 5<sup>th</sup> Floor  
Richmond, VA 23219

Dear Mr. Smith,

The Surry County Economic Development Authority supports the intended project scope for the improvement of Gray's Creek Marina. The comprehensive approach to provide public boat access, a new fishing pier, floating docks for boats, retail opportunities, along with a restaurant and four residential apartments, aligns well with the Authority's purpose, which is to promote industry and develop trade by inducing manufacturing, industrial, governmental and commercial enterprises to locate in or remain in the Commonwealth of Virginia.

To that end, a \$10,000 contribution will be provided for this initiative with the goal for it to become a revenue generating boating access location for the County, its residents and guests. The contribution mentioned above is intended to offset the costs of the floating slips which will support the use of the marina by transient boaters.

Sincerely,

Tyrone W. Franklin  
County Administrator

TWF/pab

***"Surry is Something Special"***

**Farmer Joe's Greenhouse  
Florist and Gift Shop  
12099 Rolfe Highway  
Surry, VA 23883  
Phone (757) 294 - 3151**

August 14, 2014

Mr. Tyrone Franklin  
Administrator  
County of Surry, Virginia  
45 School Street  
Surry, Virginia 23883

Ref: Grey's Creek Marina Landscaping

Dear Mr. Franklin,

This letter is to inform the County that Farmer Joe's Greenhouse is offering to donate trees and shrubs for landscaping purposes for the proposed Gray's Creek Marina development. We look forward to assisting the County and being a part of this exciting project.

Sincerely,



Joseph Holler, Owner  
Farmer Joe's Greenhouse

CC: Darrell C. Rickmond, P.E.

# Cooperative Regional Agreement

AMONG

**The States of Connecticut, Maine, Maryland, Massachusetts, New Jersey, New York, Vermont and Virginia**

**W**HEREAS, the above referenced states and local units of government support a vast array of recreational boating facilities on their respective waterways and coastal areas and,

**WHEREAS**, as a result of the Boating Infrastructure Grant (BIG) Program, there is an opportunity to promote public waterways with transient docking, and services available for vessels greater than or equal to 26', and

**WHEREAS**, communication amongst states and local coastal communities can help to facilitate developing a process for BIG Program implementation as states struggle to carry out a secondary vision of the Program; and

**WHEREAS**, the "secondary vision" includes a state's ability to promote public/private partnerships and entrepreneurial opportunities; goals of which are important for surrounding communities and innovative for state agencies; and

**WHEREAS**, preliminary discussions to promote administration of the Program within individual states through vectors such as the States Organization for Boating Access (SOBA) meetings, U.S. Fish & Wildlife Service's Region 5 annual workshop, etc., have proven fruitful, and

**WHEREAS**, a more formal commitment amongst states and local units of government should serve to advance Program administration and to enable the transient boater to enjoy each of the state's transient boating facilities, waterways, living resources, and history,

**N**OW, THEREFORE, we, the undersigned executives representing state entities agree to the following:

- Work cooperatively to provide continuity of public access to the shore by increasing and promoting transient slips, and related services for vessels greater than or equal to 26'.

- Advertise the BIG Program to ensure an inclusive, open and comprehensive contractor participation process.
- Collaborate on the development and use of innovative measures to encourage environmentally friendly marine construction activities, cooperative outreach implementation mechanisms, and expanded interstate agreements between federal, state, local governments and others.
- Exchange information that assists in the betterment of the overall BIG administrative process and project development.

In carrying out a secondary vision, the states listed above agree to promote the BIG Program and further educate the boating public by:

- Linking to each states BIG Program website.
- Creating an interactive map with the locations of the BIG projects.
- Standardizing publications for maximum public outreach efforts.

The secondary vision is further described in the attached "Cooperative Regional Agreement Plan".

By this Agreement, we the undersigned coordinators for the BIG Program and those responsible for maritime activities on the local level for our respective states and/or towns will work cooperatively toward our goals, welcome new ideas, pursue fairness and equity, seek the most cost effective solutions, foster collaborative approaches and commit to the common vision of the BIG Program. We agree to report annually to those states and the U.S. Fish & Wildlife Service on the progress toward achieving the goals of this Agreement.

FOR THE STATE OF CONNECTICUT

Susan Frechette Signature Deputy Commissioner Title 10/17/08 Date  
 Name (Print) Susan Frechette

FOR THE STATE OF MAINE

Robert D. Elder Signature Director Office of Title Freight 10/18/08 Date  
Transportation  
 Name (Print) Robert D. Elder Maine DOT

FOR THE STATE OF MARYLAND

Robert Gondetta Signature Dir. Boating Services Title 10/27/08 Date  
 Name (Print) Robert Gondetta

FOR THE STATE OF NEW JERSEY

G. J. Clifton  
Signature

NJBOT/CAR  
ACTING MANAGER  
Title

10/14/08  
Date

Name (Print) G. B. Clifton

FOR THE STATE OF NEW YORK

SUBMITTY.COM/RE.FOOD.  
Signature

Title

Date

Name (Print)

FOR THE STATE OF VERMONT

Wayne Baruch  
Signature

Commissioner  
Title

27/08/2008  
Date

Name (Print) Wayne Baruch

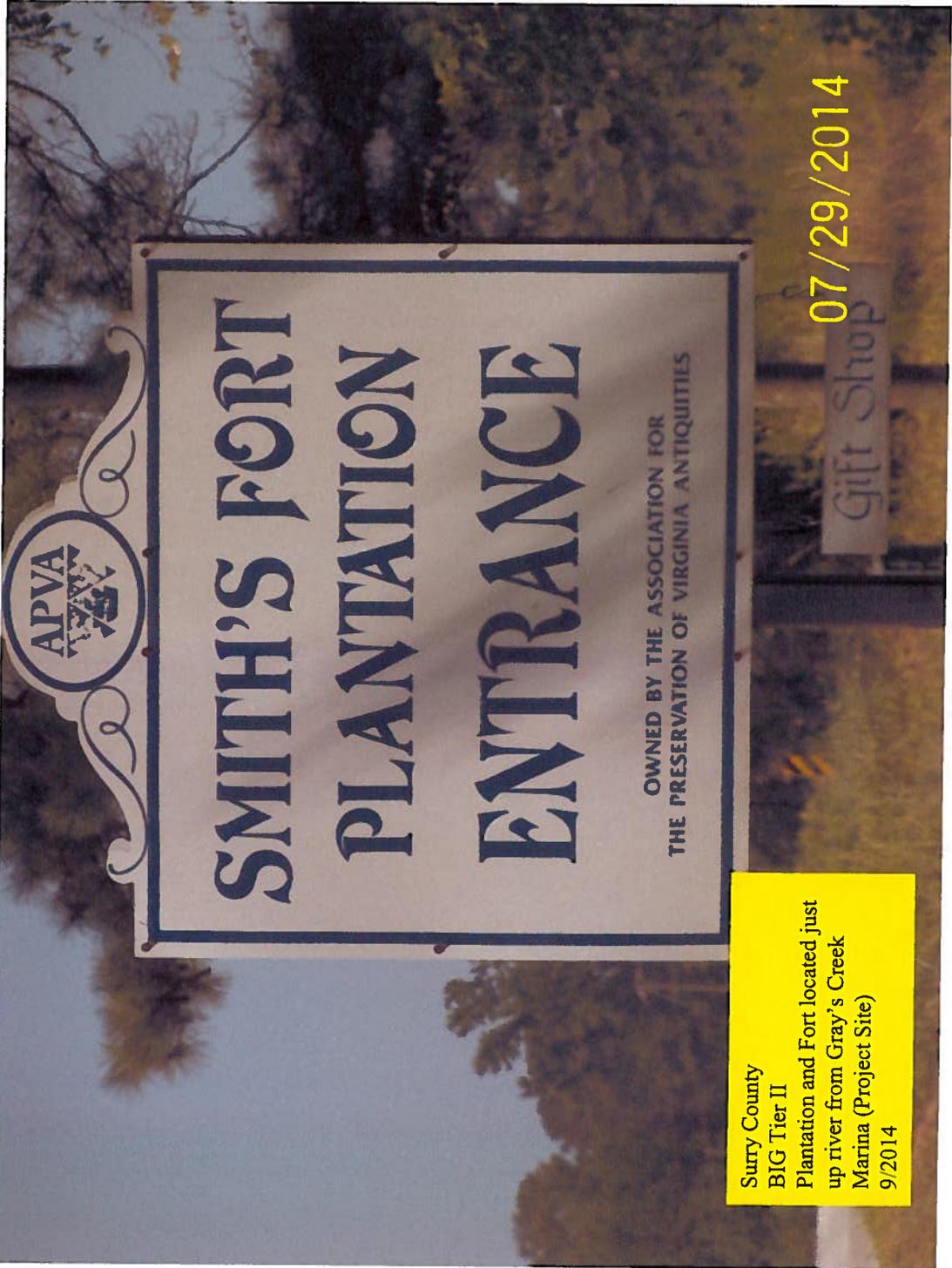
FOR THE STATE OF VIRGINIA

Preston K. Smith  
Signature

Marine Program  
Title

10/22/08  
Date

Name (Print) Preston K. Smith



APVA  
1787-1987

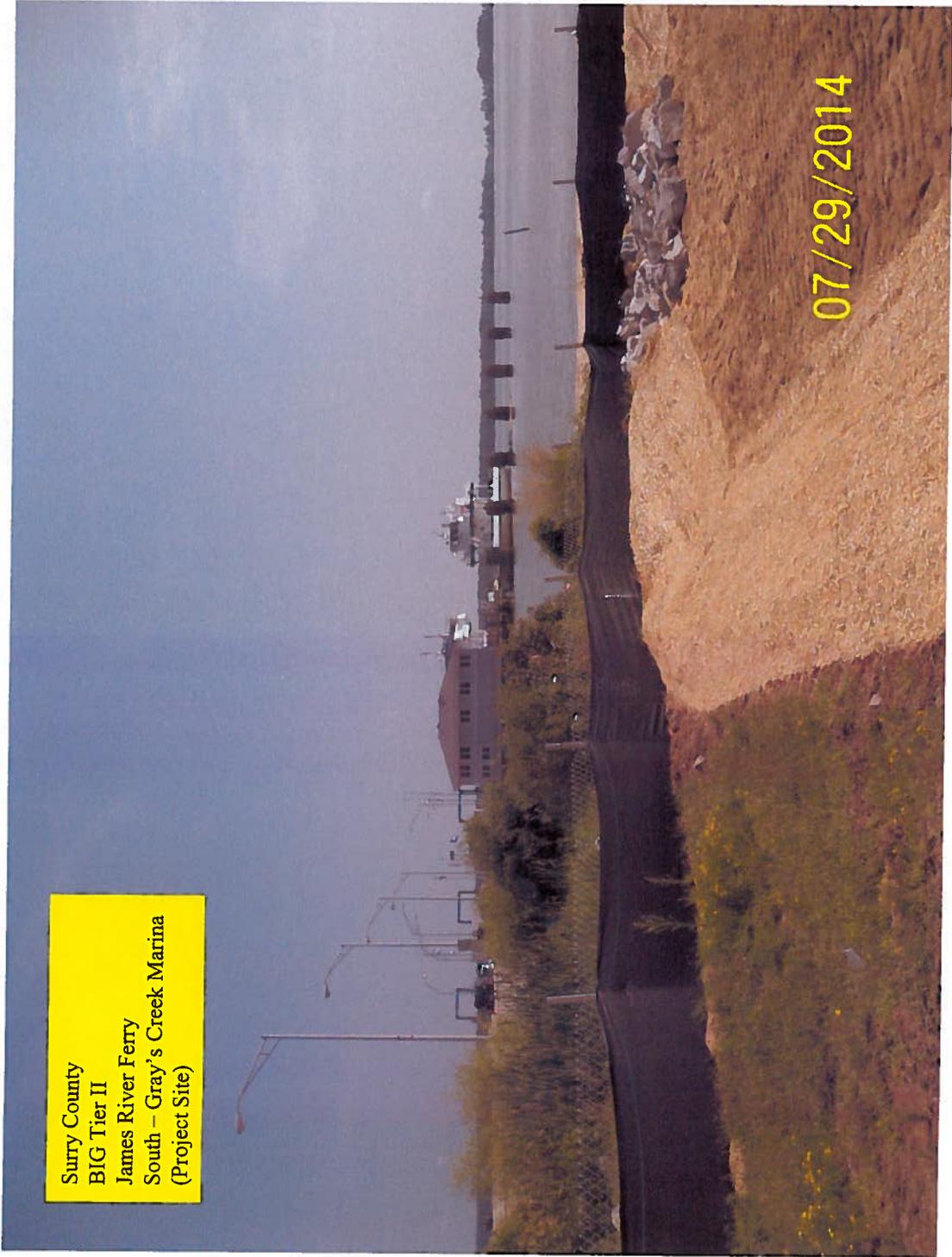
# SMITH'S FORT PLANTATION ENTRANCE

OWNED BY THE ASSOCIATION FOR  
THE PRESERVATION OF VIRGINIA ANTIQUITIES

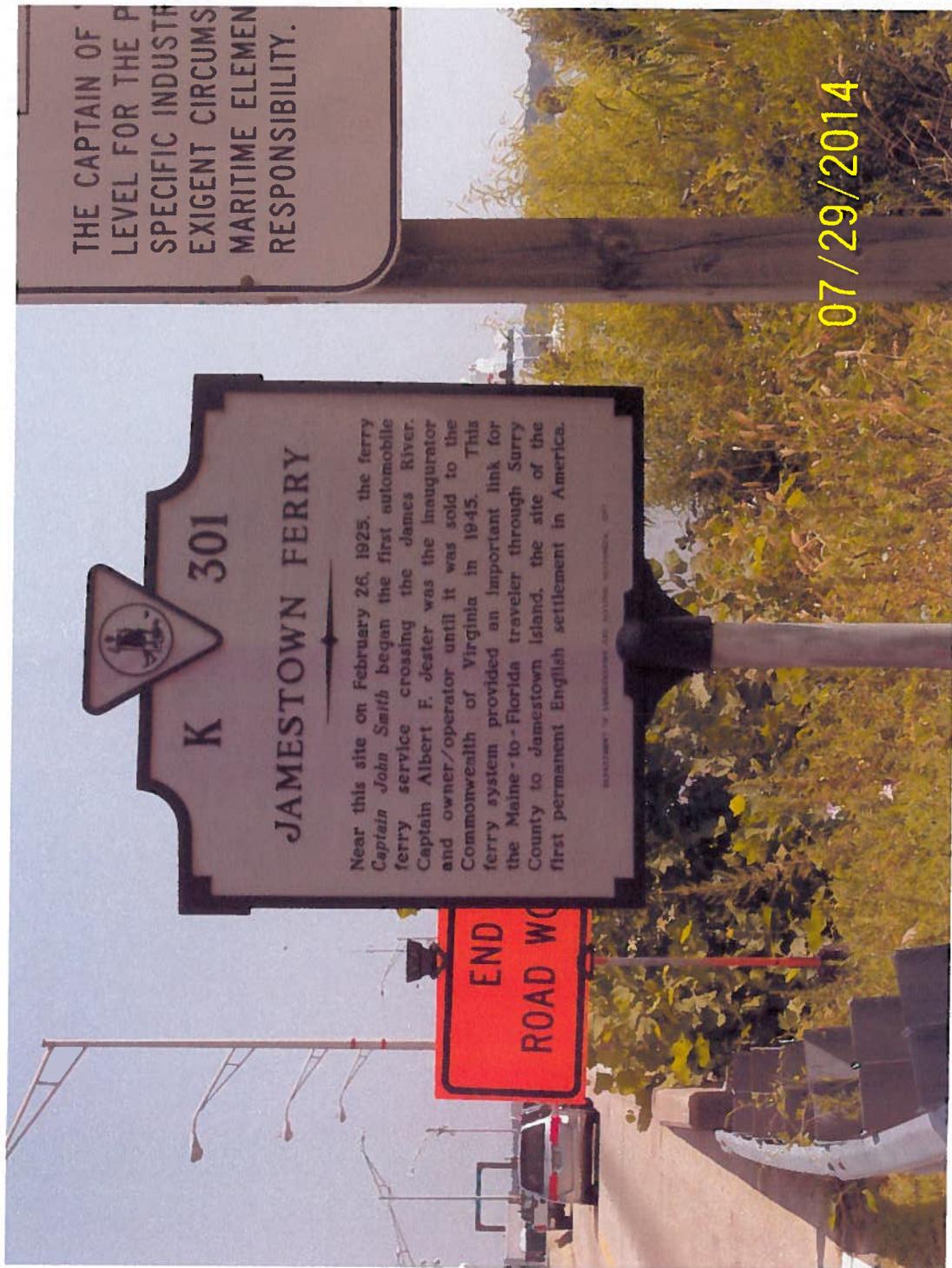
07/29/2014

Surry County  
BIG Tier II  
Plantation and Fort located just  
up river from Gray's Creek  
Marina (Project Site)  
9/2014

Surry County  
BIG Tier II  
James River Ferry  
South - Gray's Creek Marina  
(Project Site)



07/29/2014



K 301

### JAMESTOWN FERRY

Near this site on February 26, 1925, the ferry *Captain John Smith* began the first automobile ferry service crossing the James River. Captain Albert F. Jester was the inaugurator and owner/operator until it was sold to the Commonwealth of Virginia in 1945. This ferry system provided an important link for the Maine-to-Florida traveler through Surry County to Jamestown Island, the site of the first permanent English settlement in America.

HERITAGE FOUNDATION OF VIRGINIA

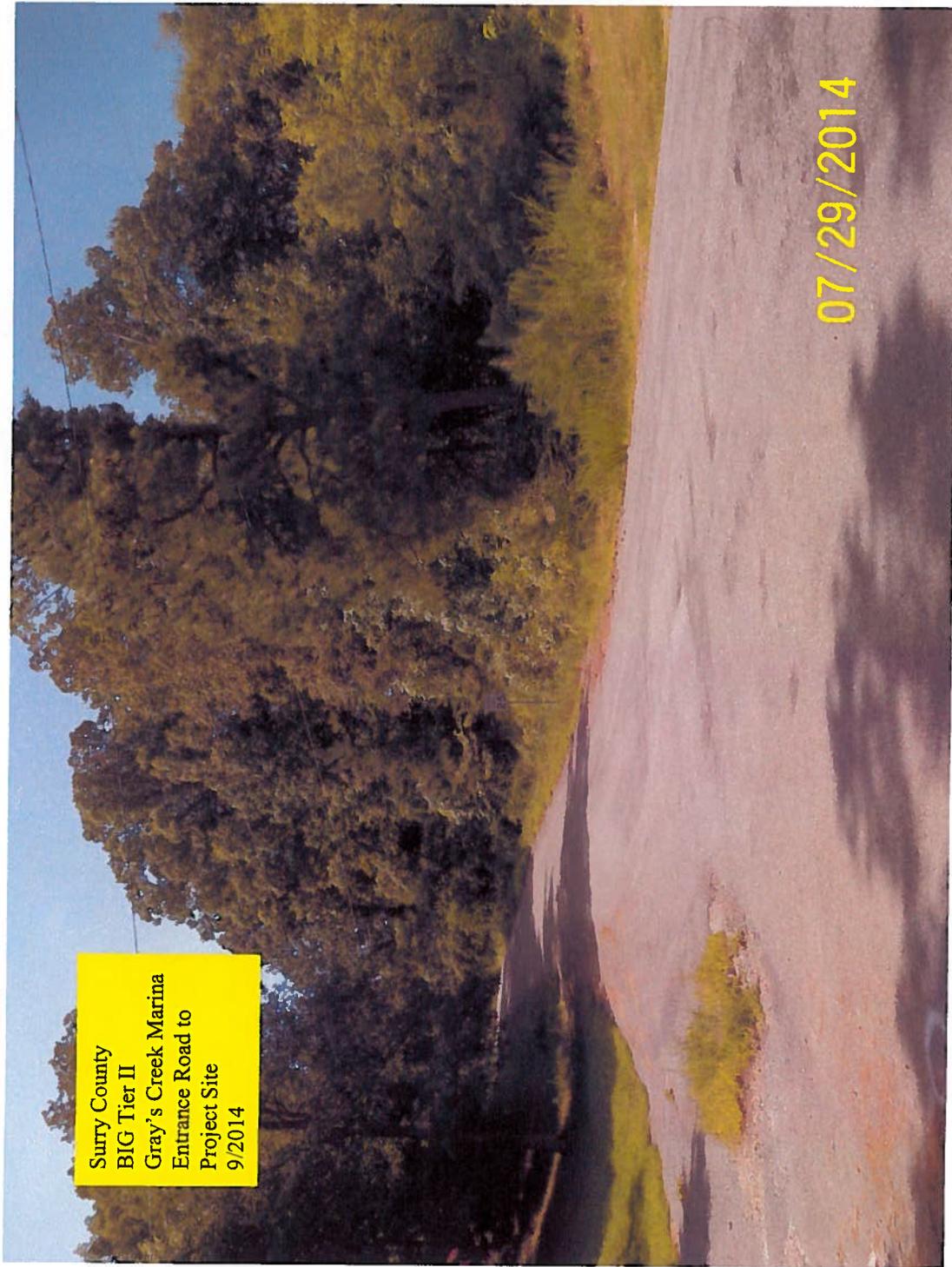
THE CAPTAIN OF  
LEVEL FOR THE P  
SPECIFIC INDUSTR  
EXIGENT CIRCUMS  
MARITIME ELEMEN  
RESPONSIBILITY.

END  
ROAD WORK

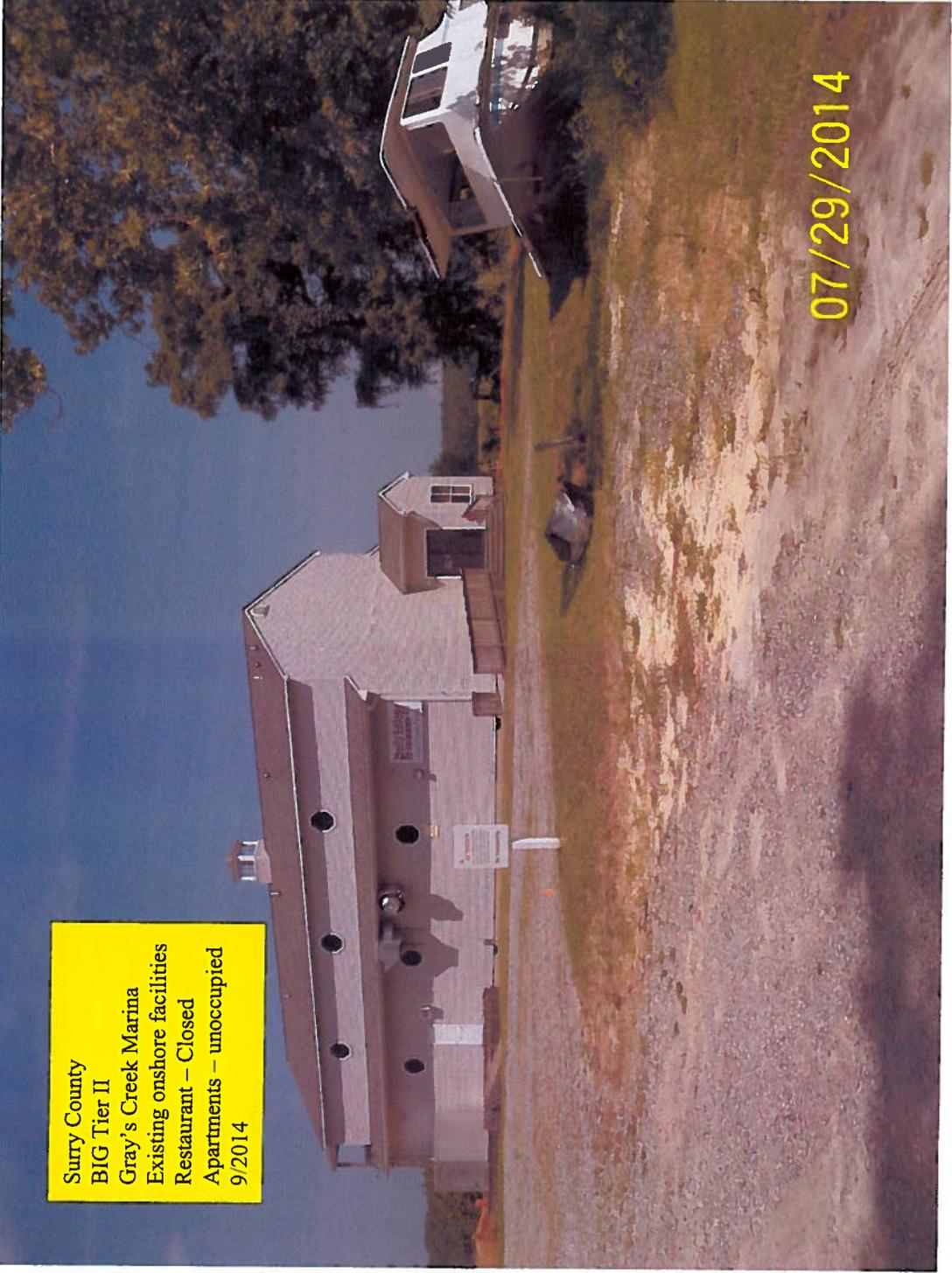
07/29/2014

Surry County  
BIG Tier II  
Gray's Creek Marina  
Entrance Road to  
Project Site  
9/2014

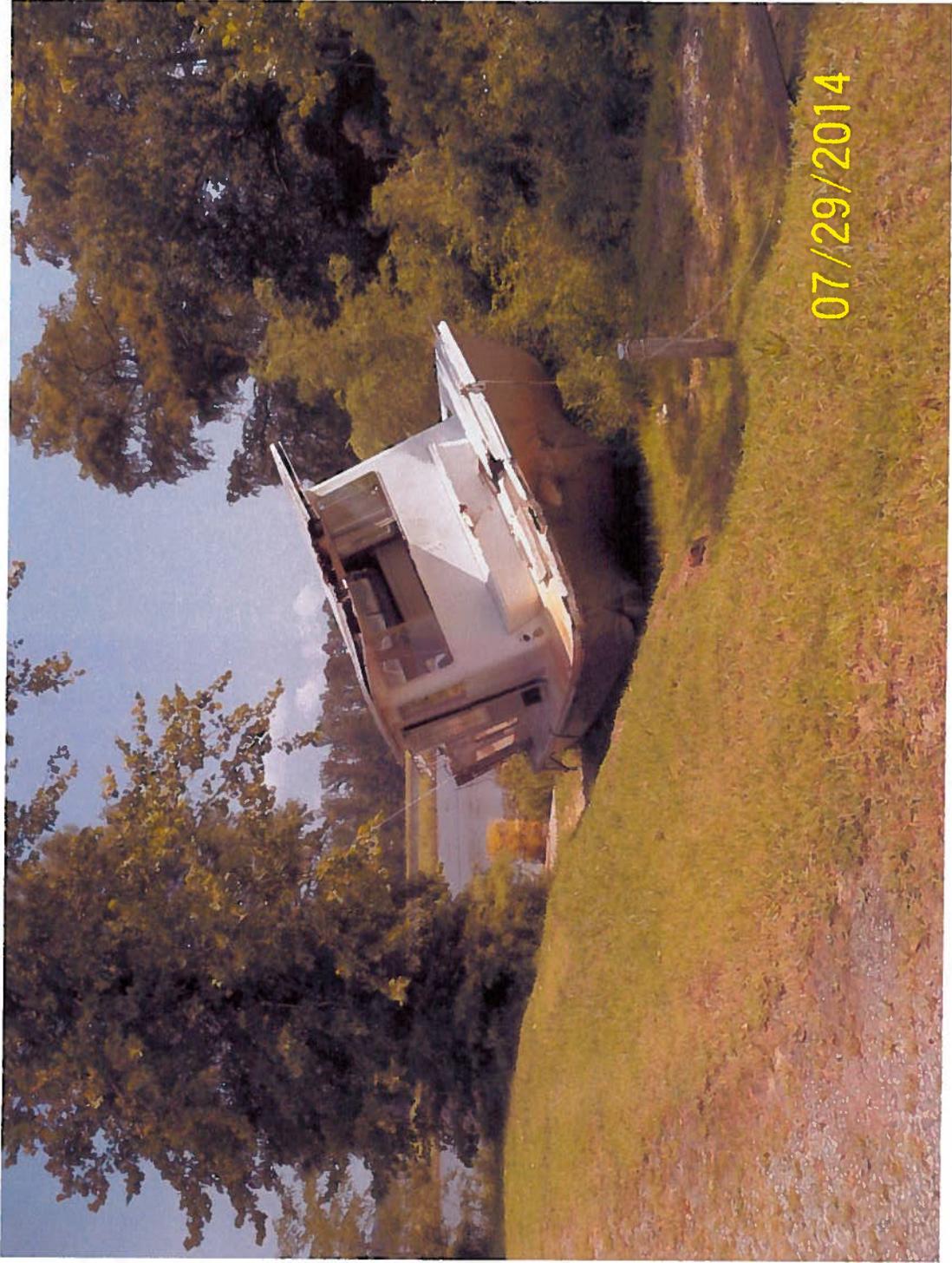
07/29/2014



Surry County  
BIG Tier II  
Gray's Creek Marina  
Existing onshore facilities  
Restaurant – Closed  
Apartments – unoccupied  
9/2014



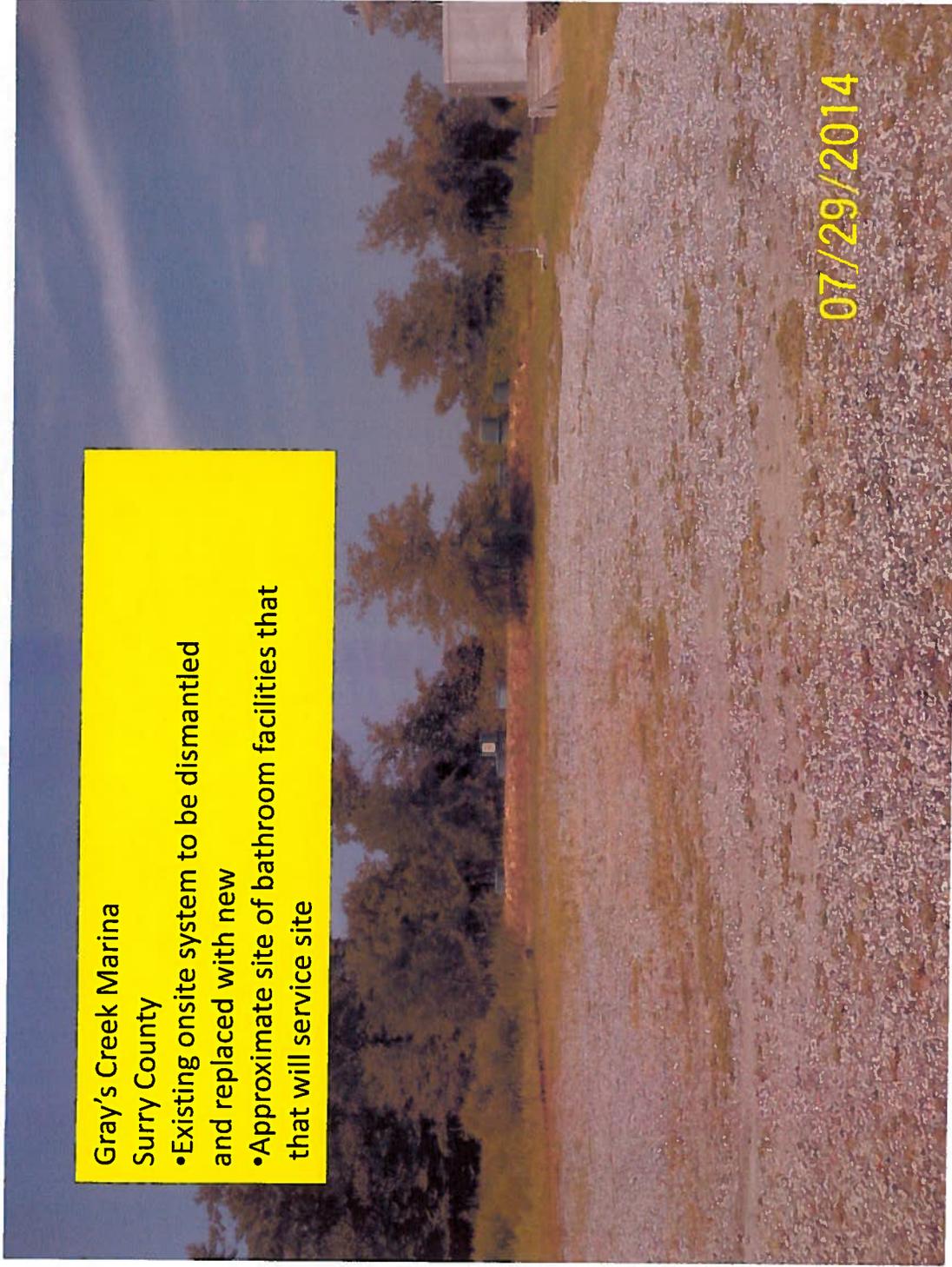
07/29/2014



**Gray's Creek Marina  
Surry County**

- Existing onsite system to be dismantled and replaced with new
- Approximate site of bathroom facilities that that will service site

07/29/2014



Surry County  
BIG Tier II  
Gray's Creek Marina  
Parking Lot  
9/2014



Well to be abandoned and relocated

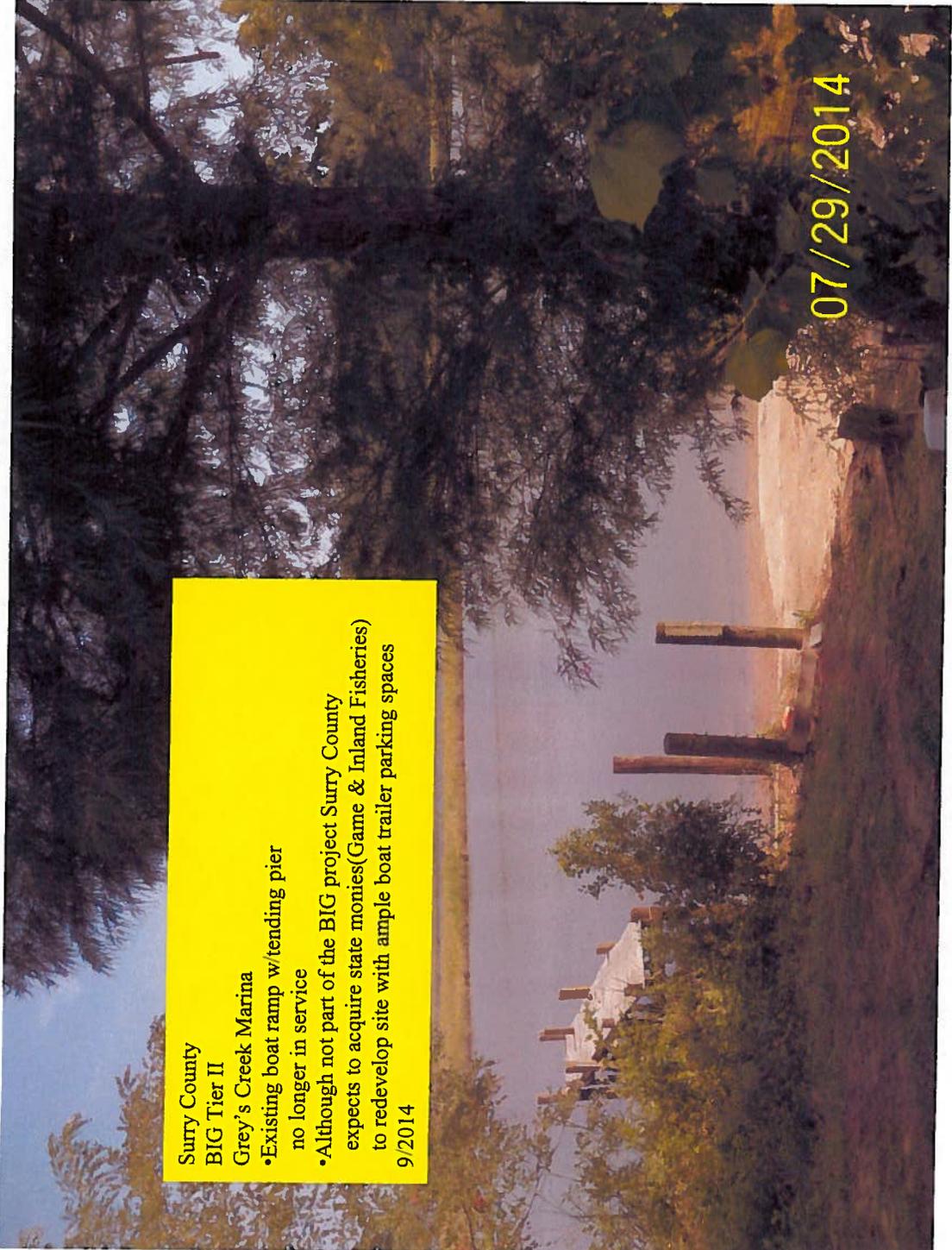


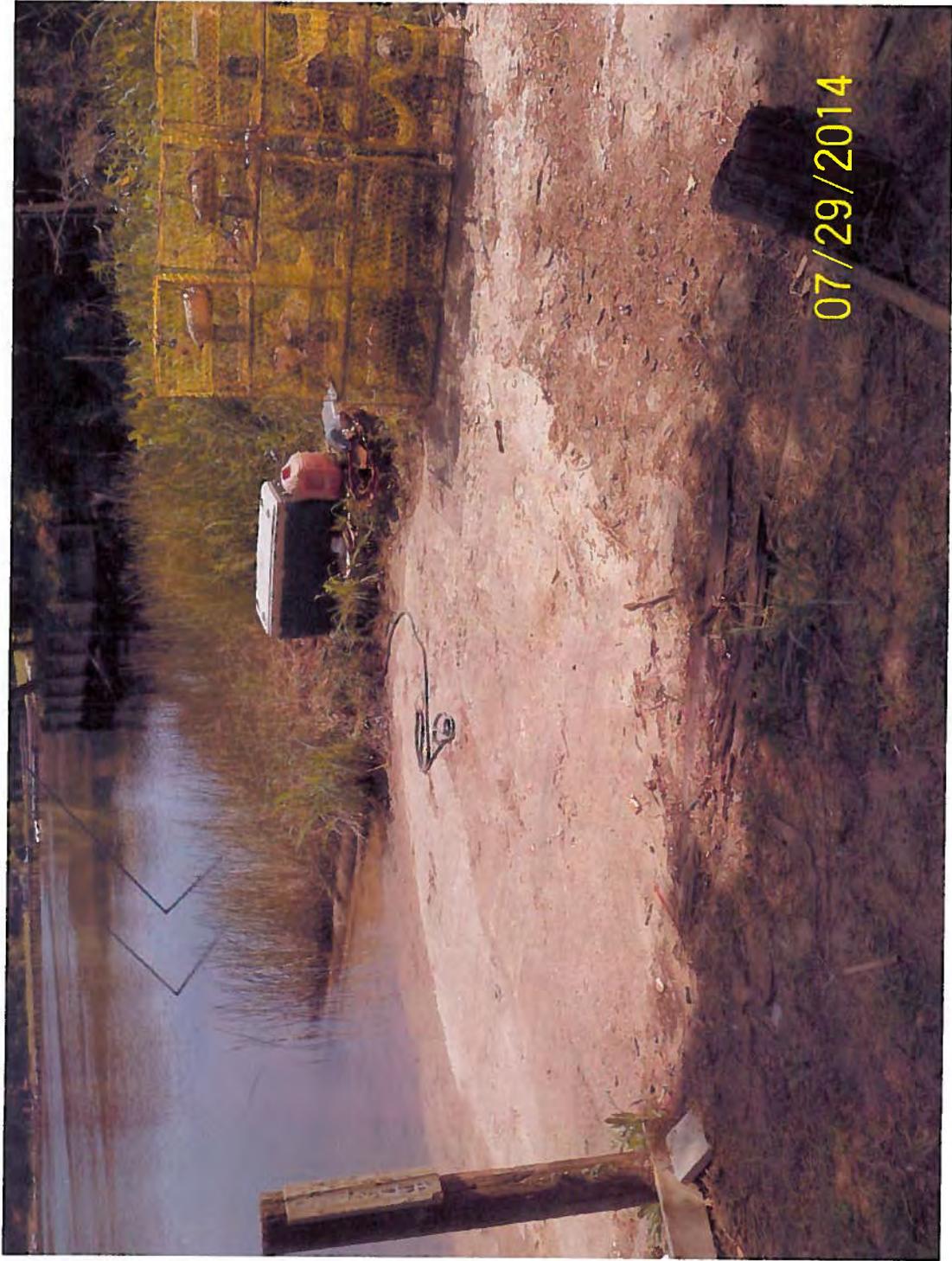
Existing onsite system to be removed and replaced with new-  
Application to be submitted through the Surry County Health  
Department

07/29/2014

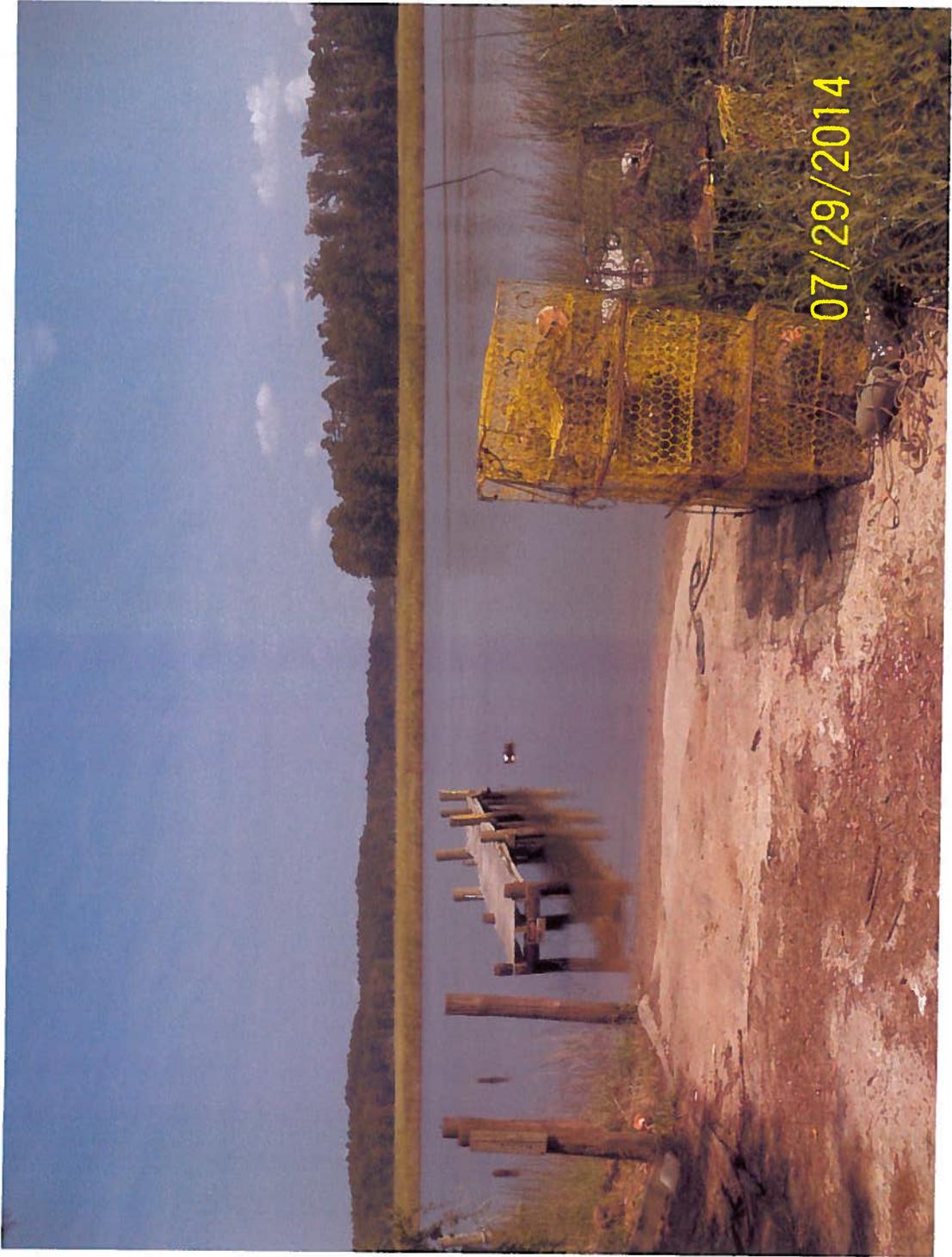
Surry County  
BIG Tier II  
Grey's Creek Marina  
•Existing boat ramp w/tending pier  
no longer in service  
•Although not part of the BIG project Surry County  
expects to acquire state monies(Game & Inland Fisheries)  
to redevelop site with ample boat trailer parking spaces  
9/2014

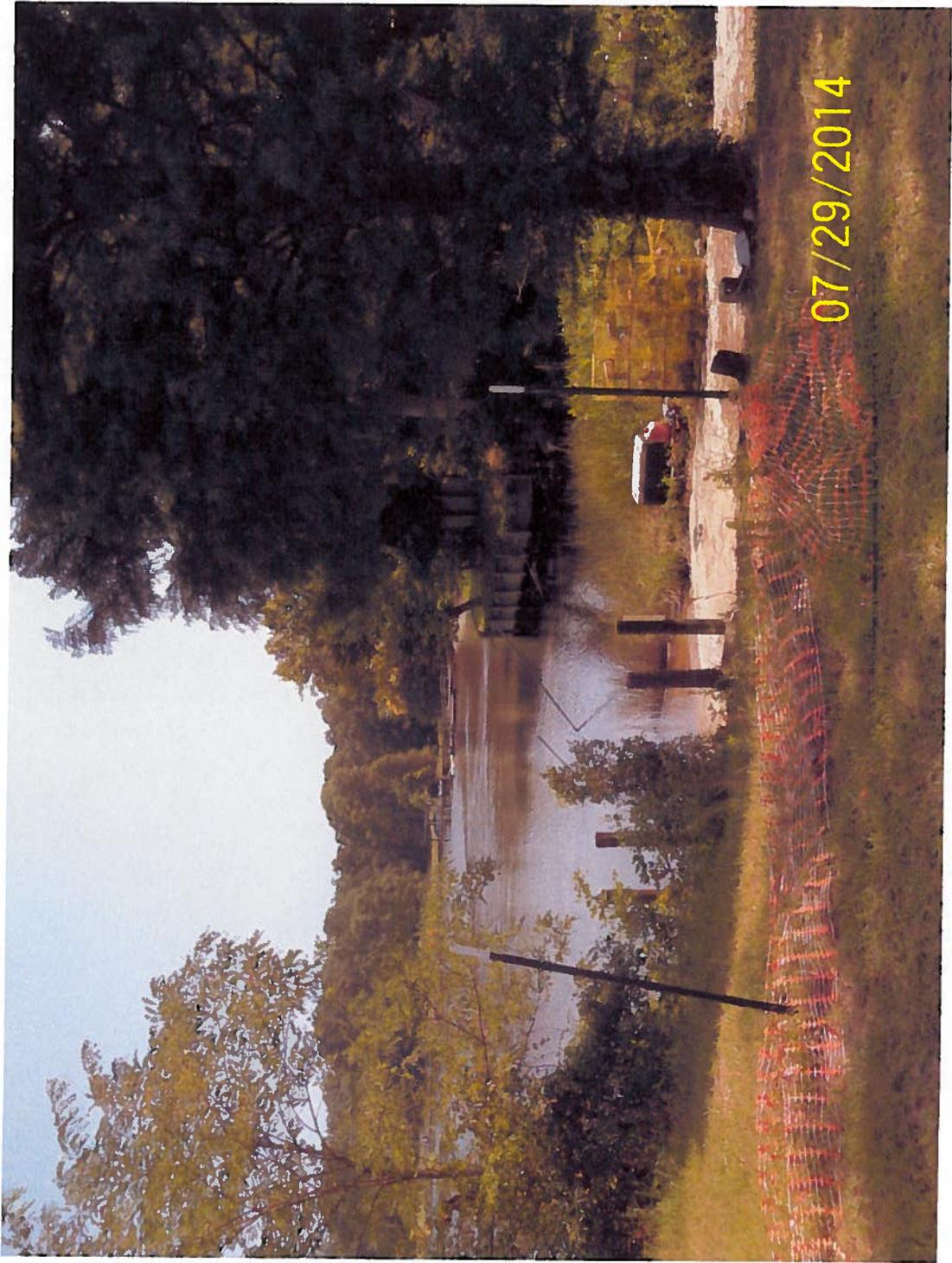
07/29/2014





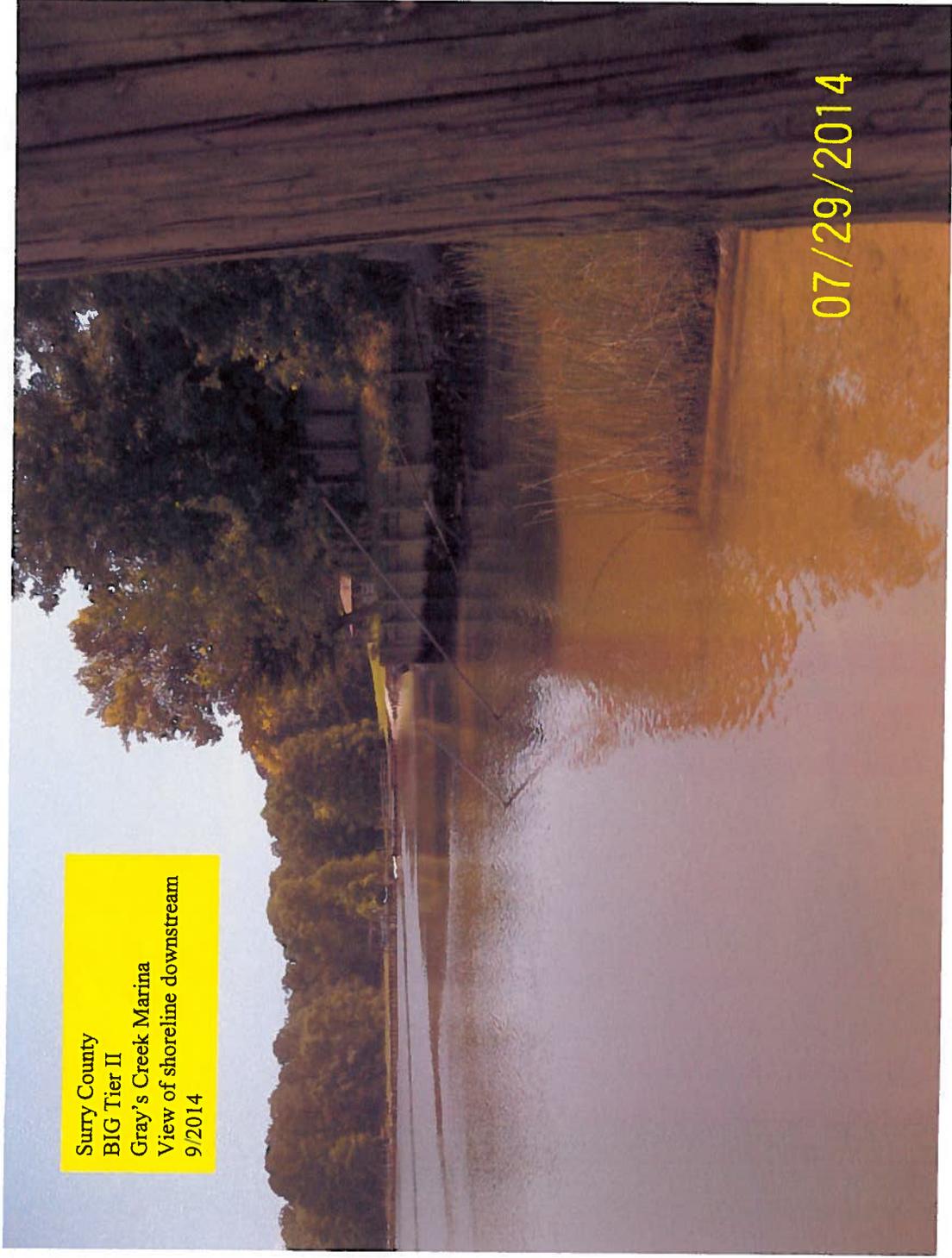
07/29/2014

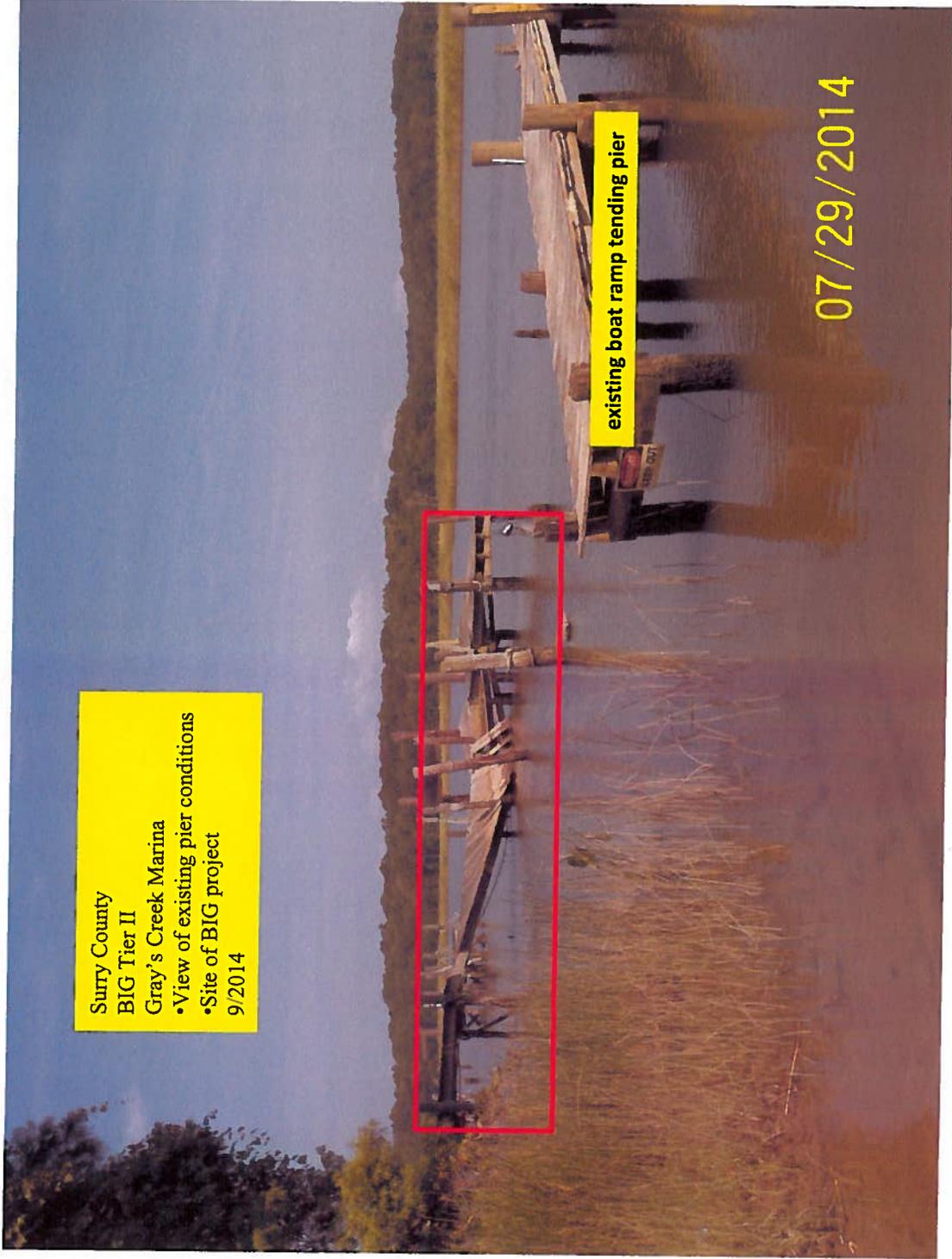




Surry County  
BIG Tier II  
Gray's Creek Marina  
View of shoreline downstream  
9/2014

07/29/2014



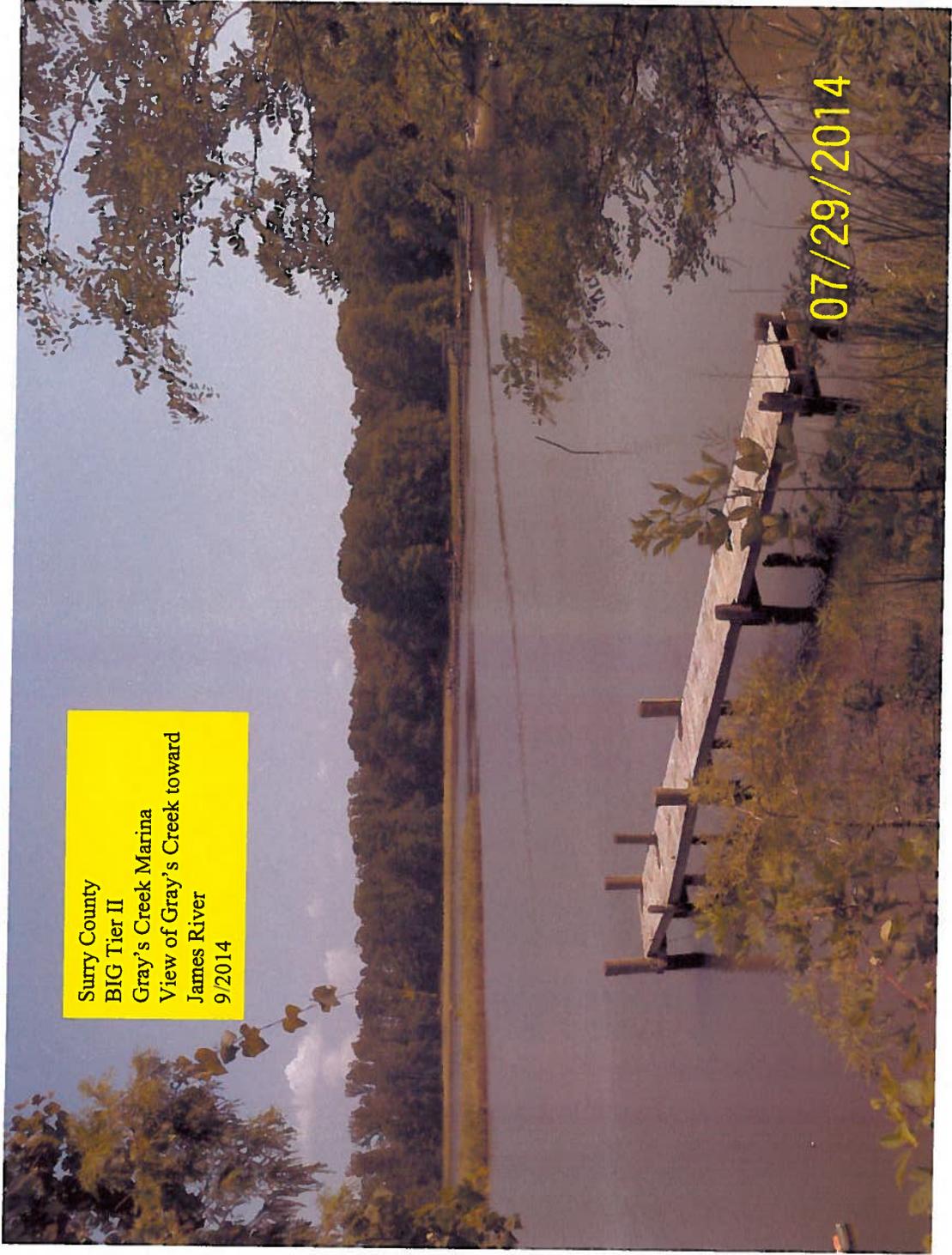


Surry County  
BIG Tier II  
Gray's Creek Marina  
•View of existing pier conditions  
•Site of BIG project  
9/2014

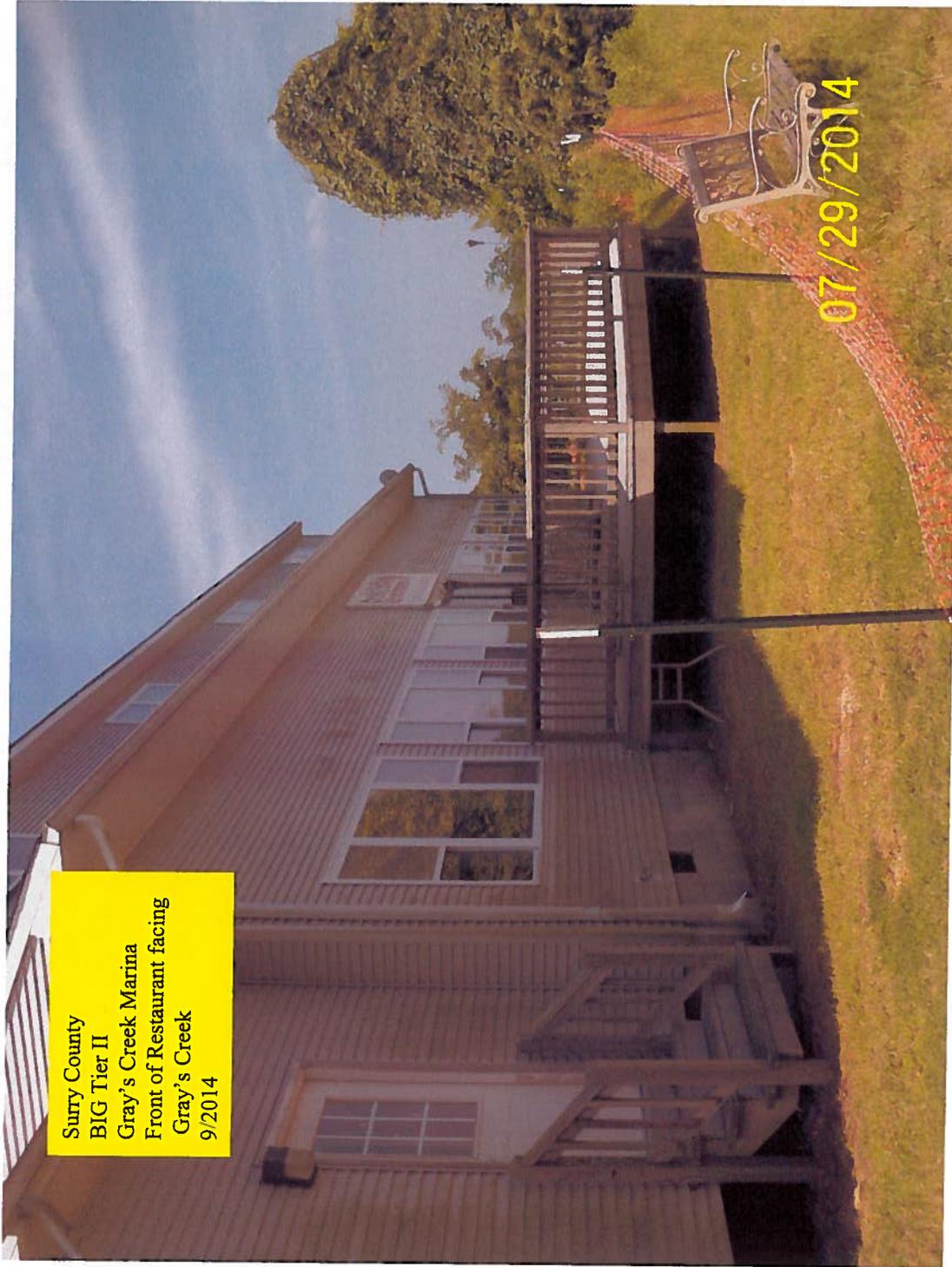
existing boat ramp tending pier

07/29/2014

Surry County  
BIG Tier II  
Gray's Creek Marina  
View of Gray's Creek toward  
James River  
9/2014

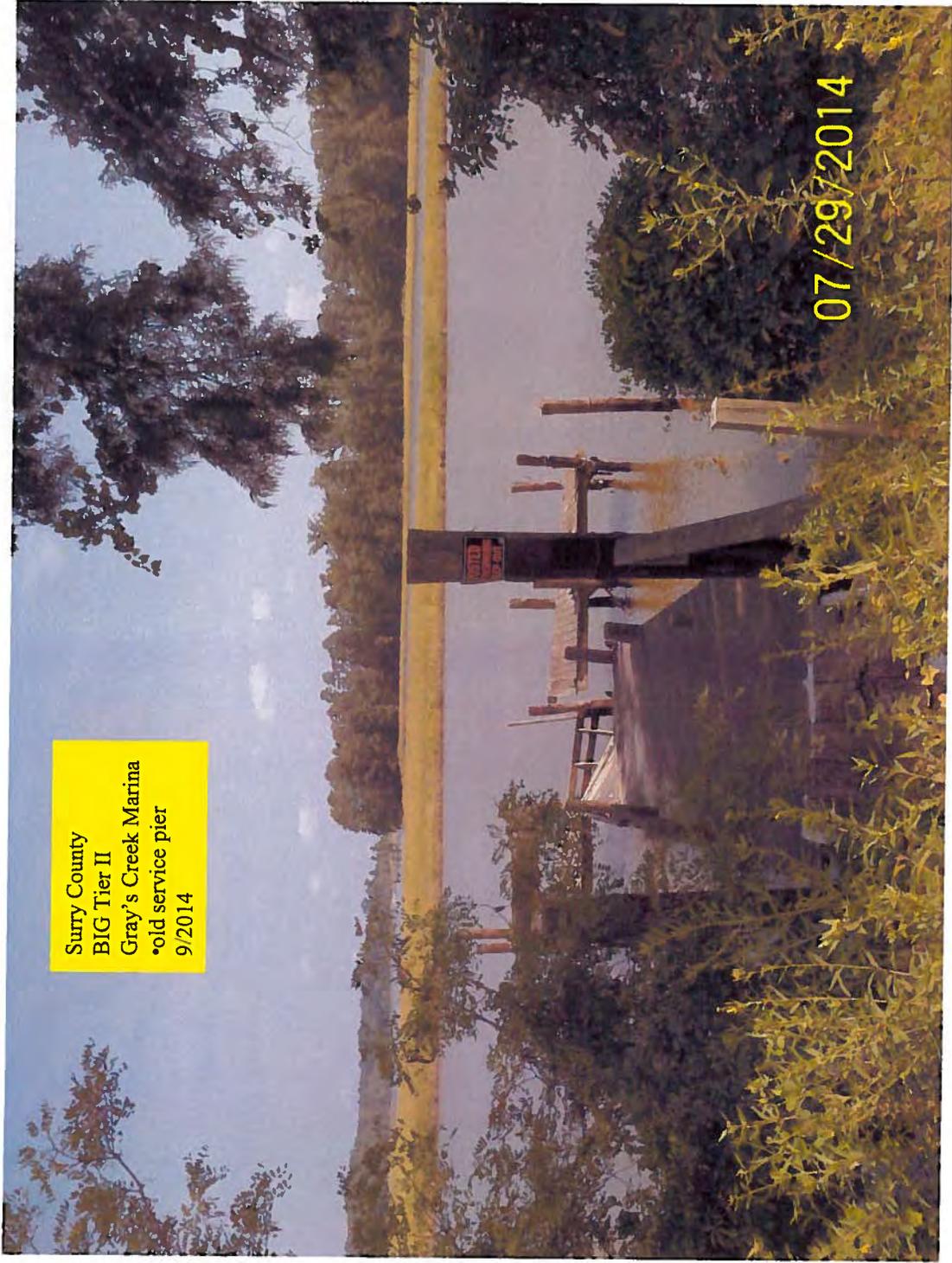


07/29/2014



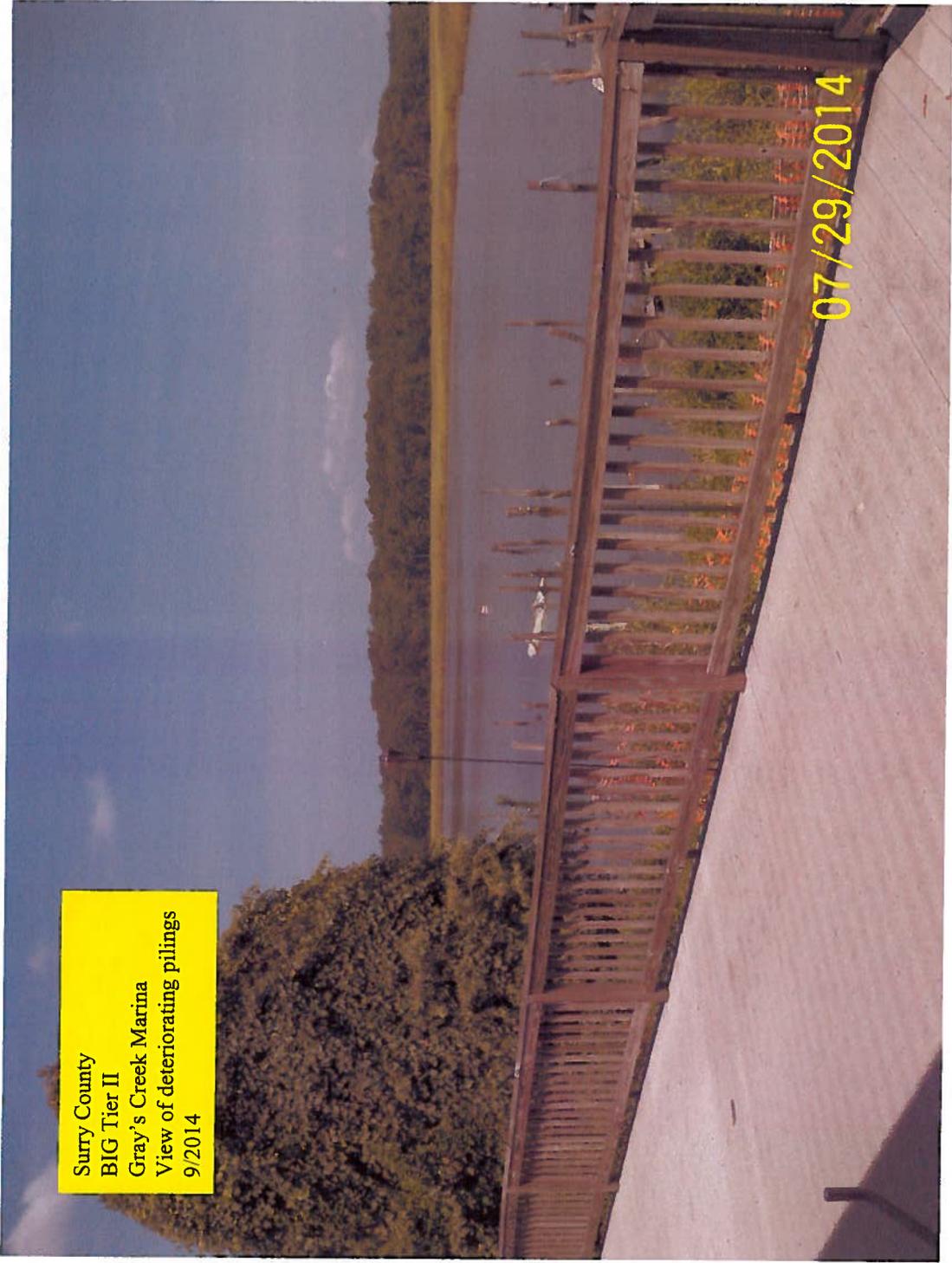
Surry County  
BIG Tier II  
Gray's Creek Marina  
Front of Restaurant facing  
Gray's Creek  
9/2014

07/29/2014



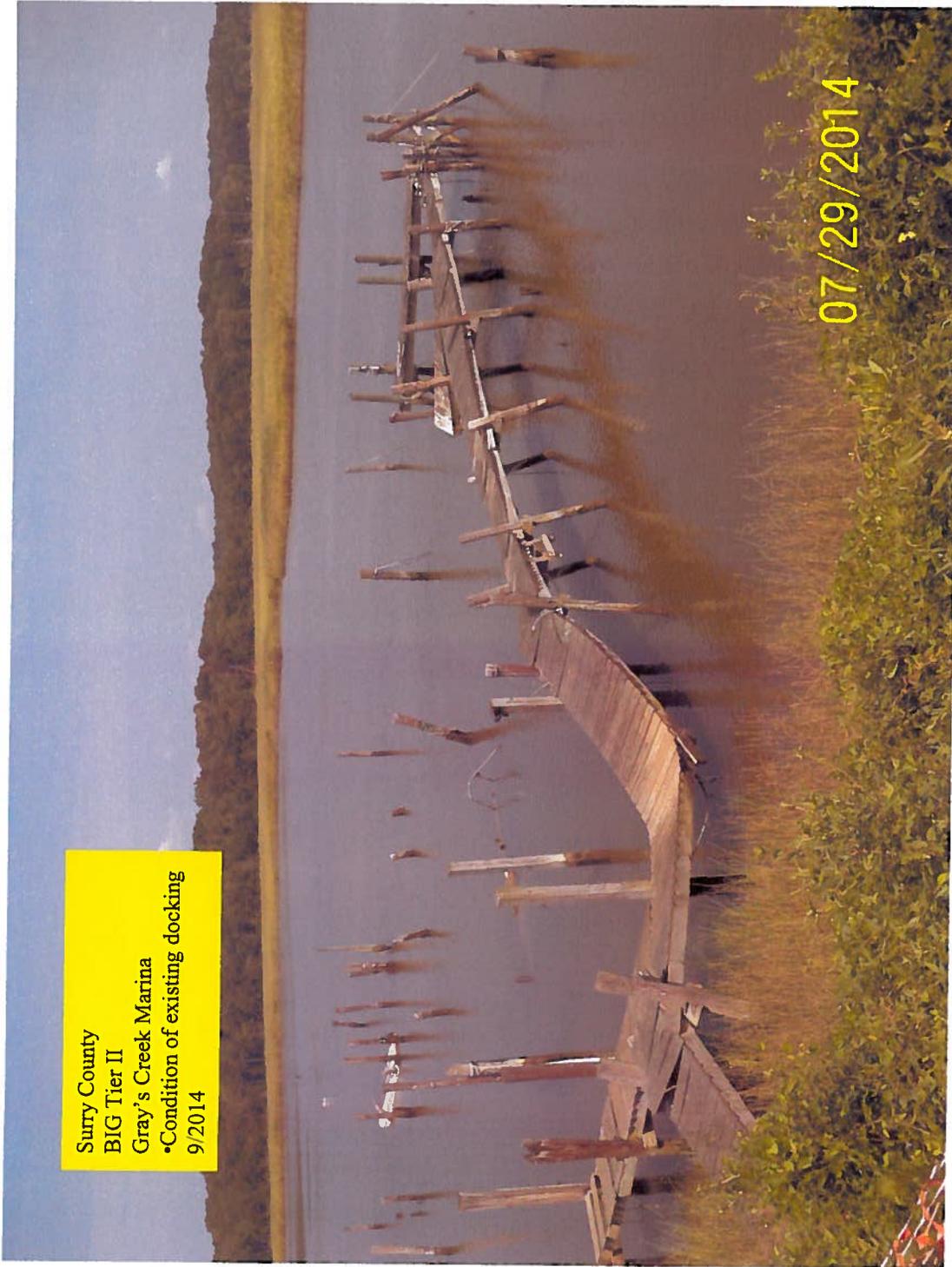
Surry County  
BIG Tier II  
Gray's Creek Marina  
•old service pier  
9/2014

07/29/2014



Surry County  
BIG Tier II  
Gray's Creek Marina  
View of deteriorating pilings  
9/2014

Surry County  
BIG Tier II  
Gray's Creek Marina  
•Condition of existing docking  
9/2014



07/29/2014

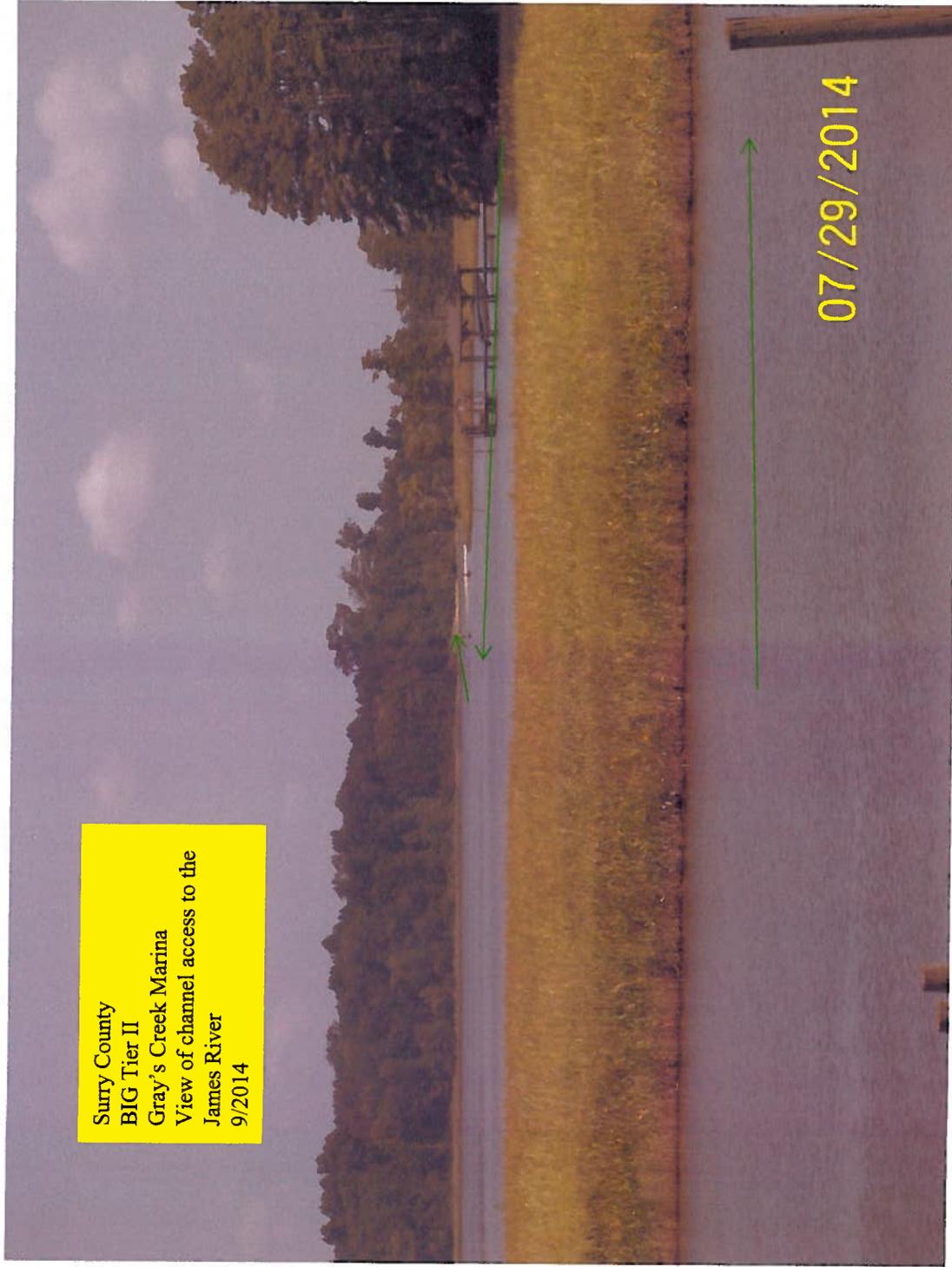
**Rocky Bottom**  
**GRILL**

at Gray's Creek Marina



07/29/2014

Surry County  
BIG Tier II  
Gray's Creek Marina  
View of channel access to the  
James River  
9/2014



07/29/2014

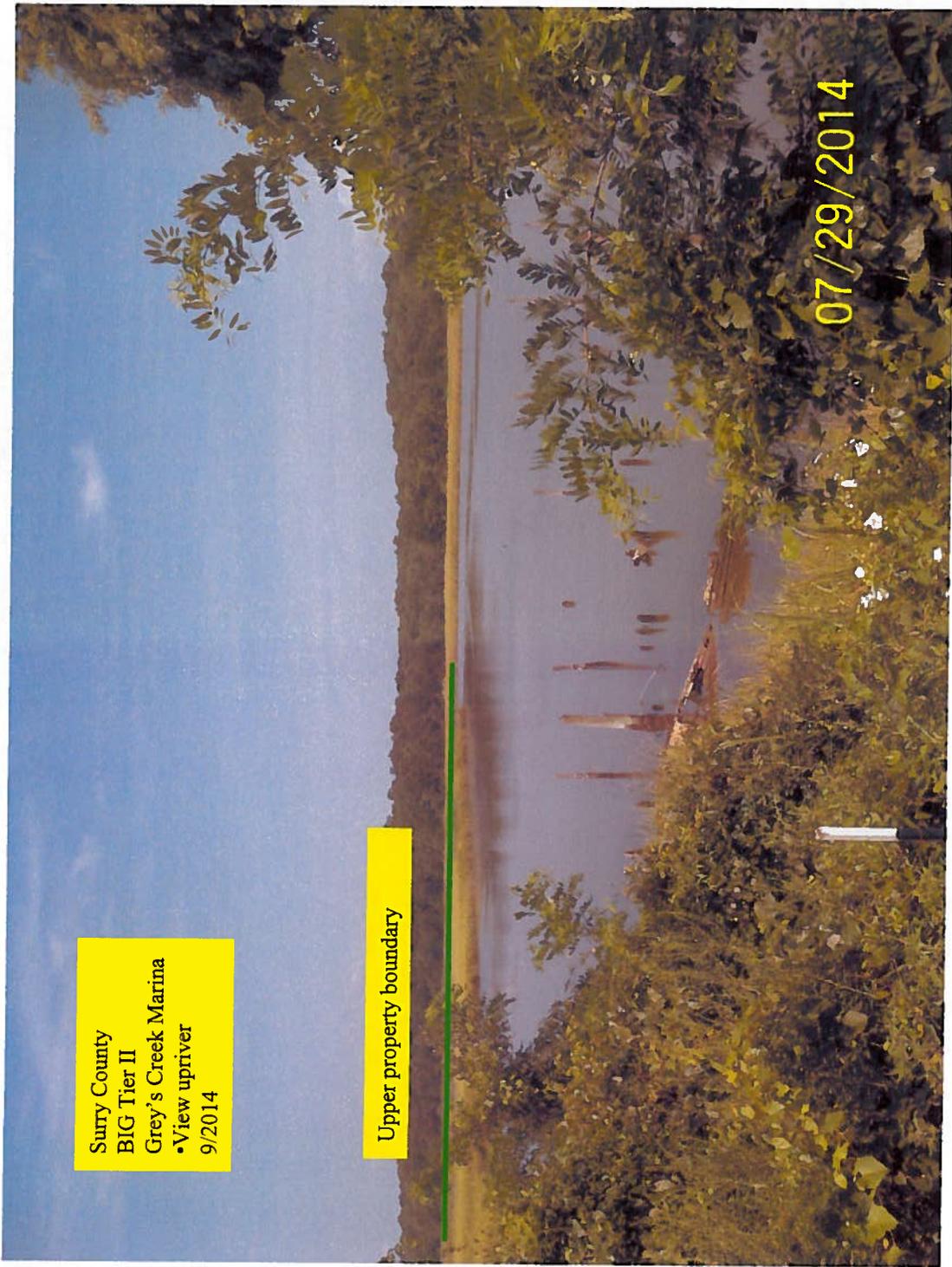


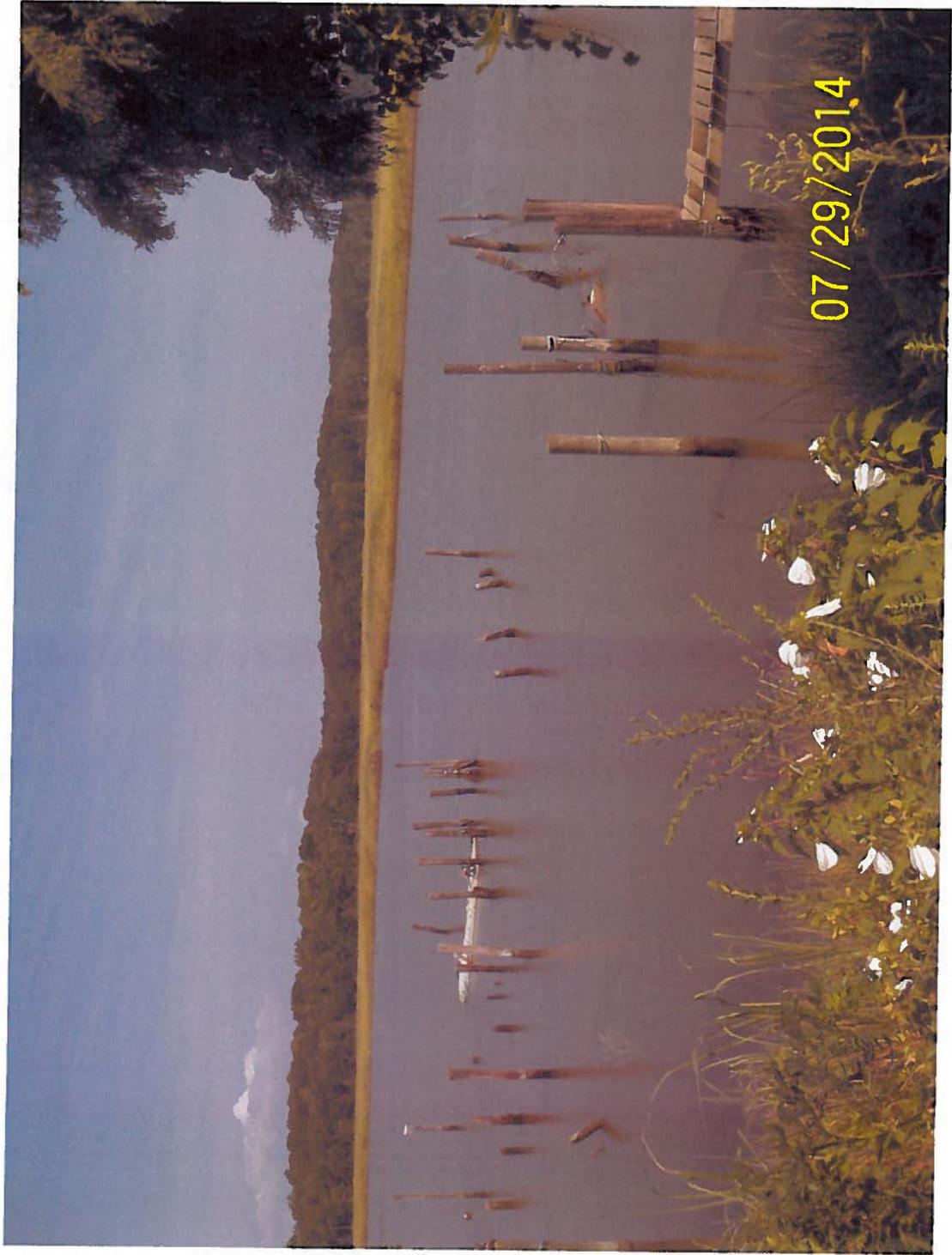
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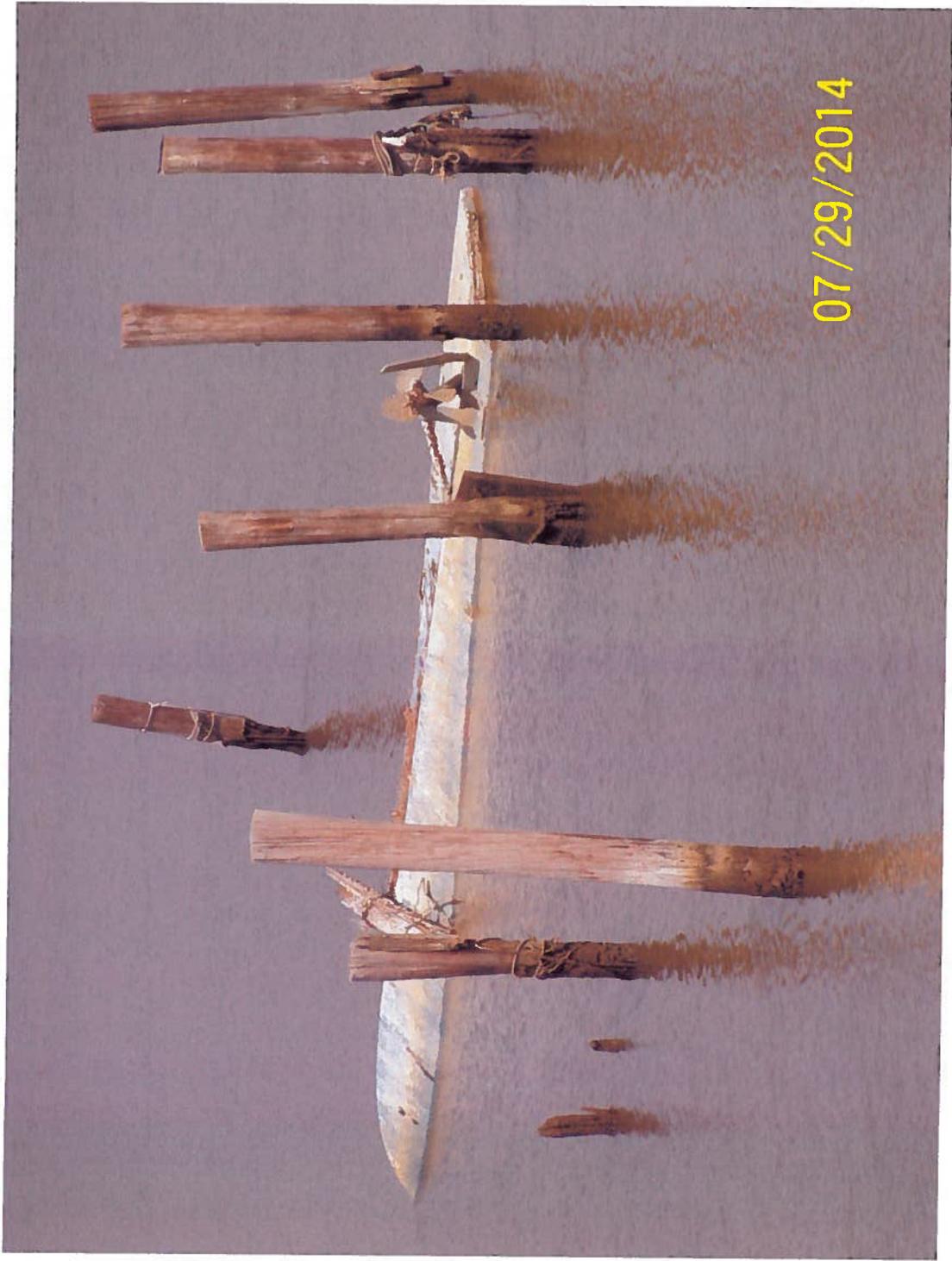
Surry County  
BIG Tier II  
Grey's Creek Marina  
•View upriver  
9/2014

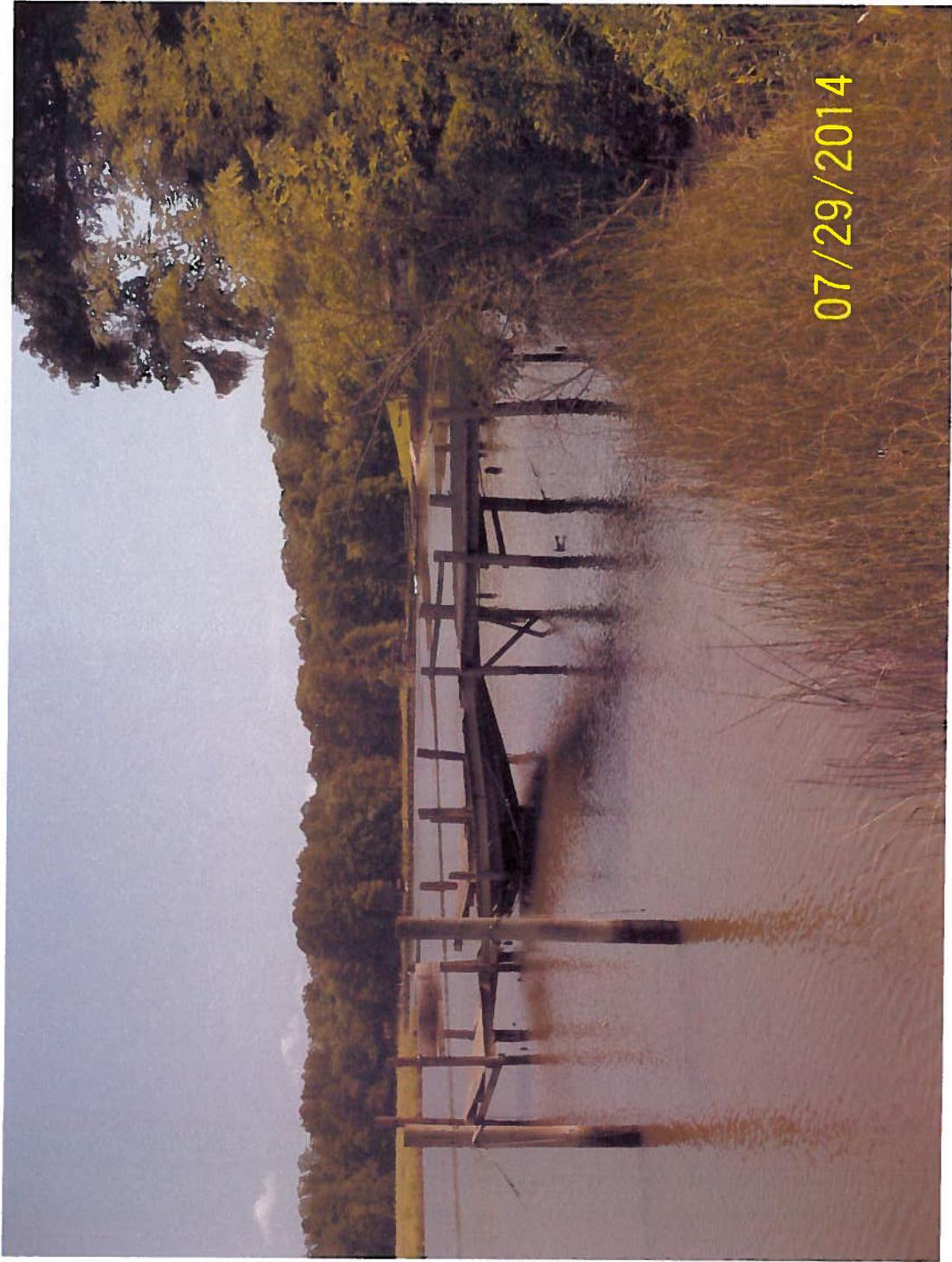
Upper property boundary

07/29/2014

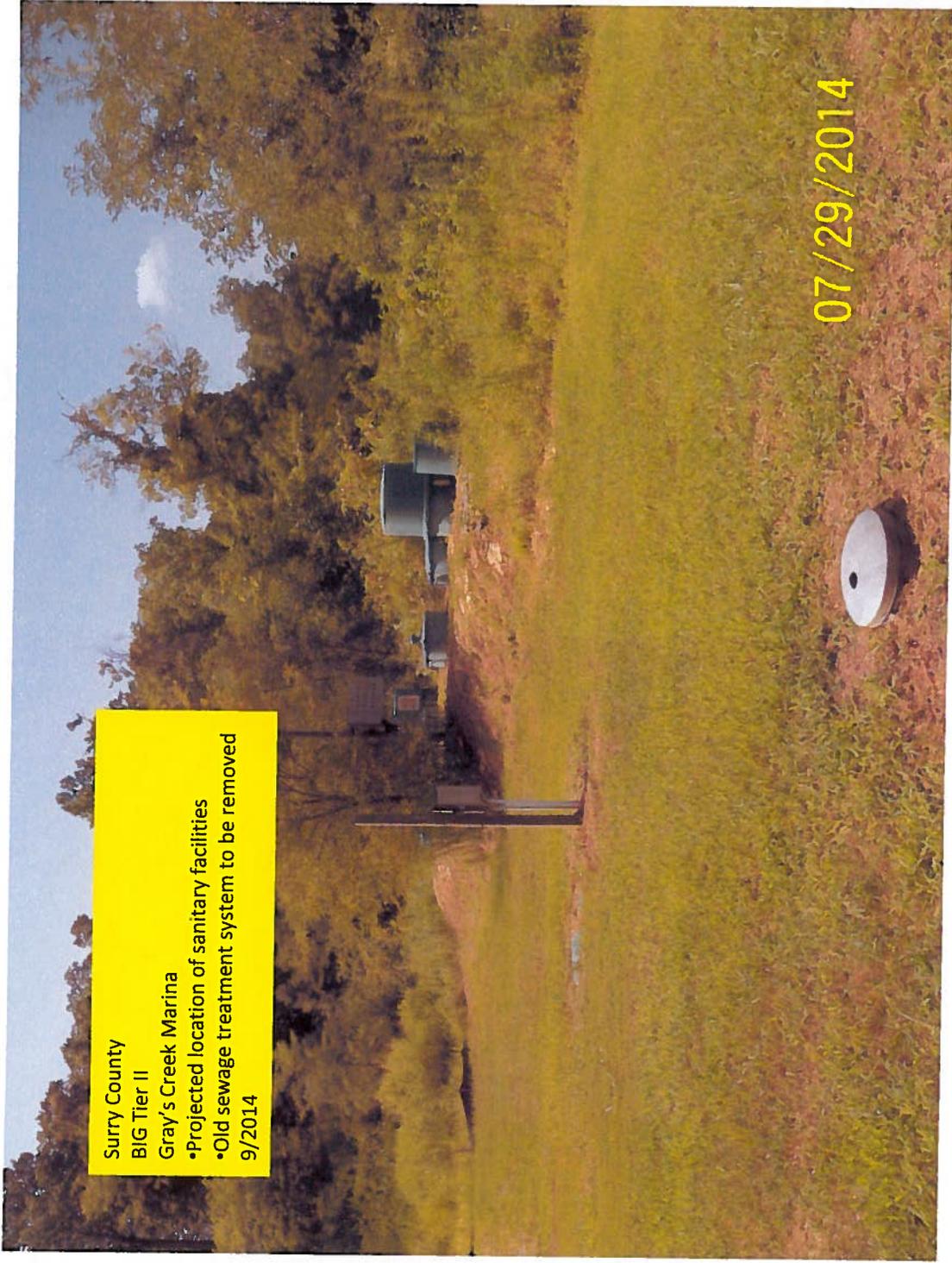




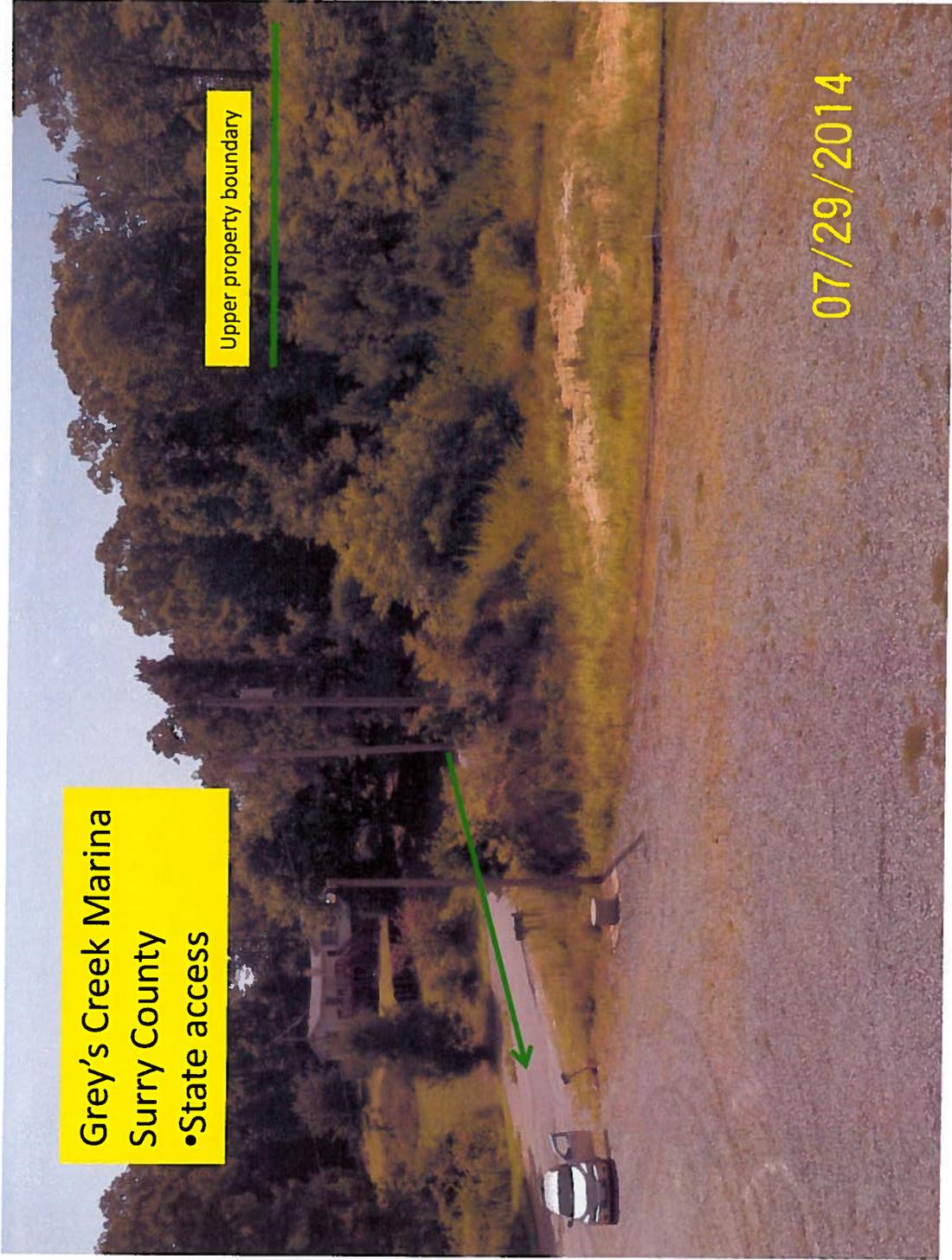




Surry County  
BIG Tier II  
Gray's Creek Marina  
•Projected location of sanitary facilities  
•Old sewage treatment system to be removed  
9/2014



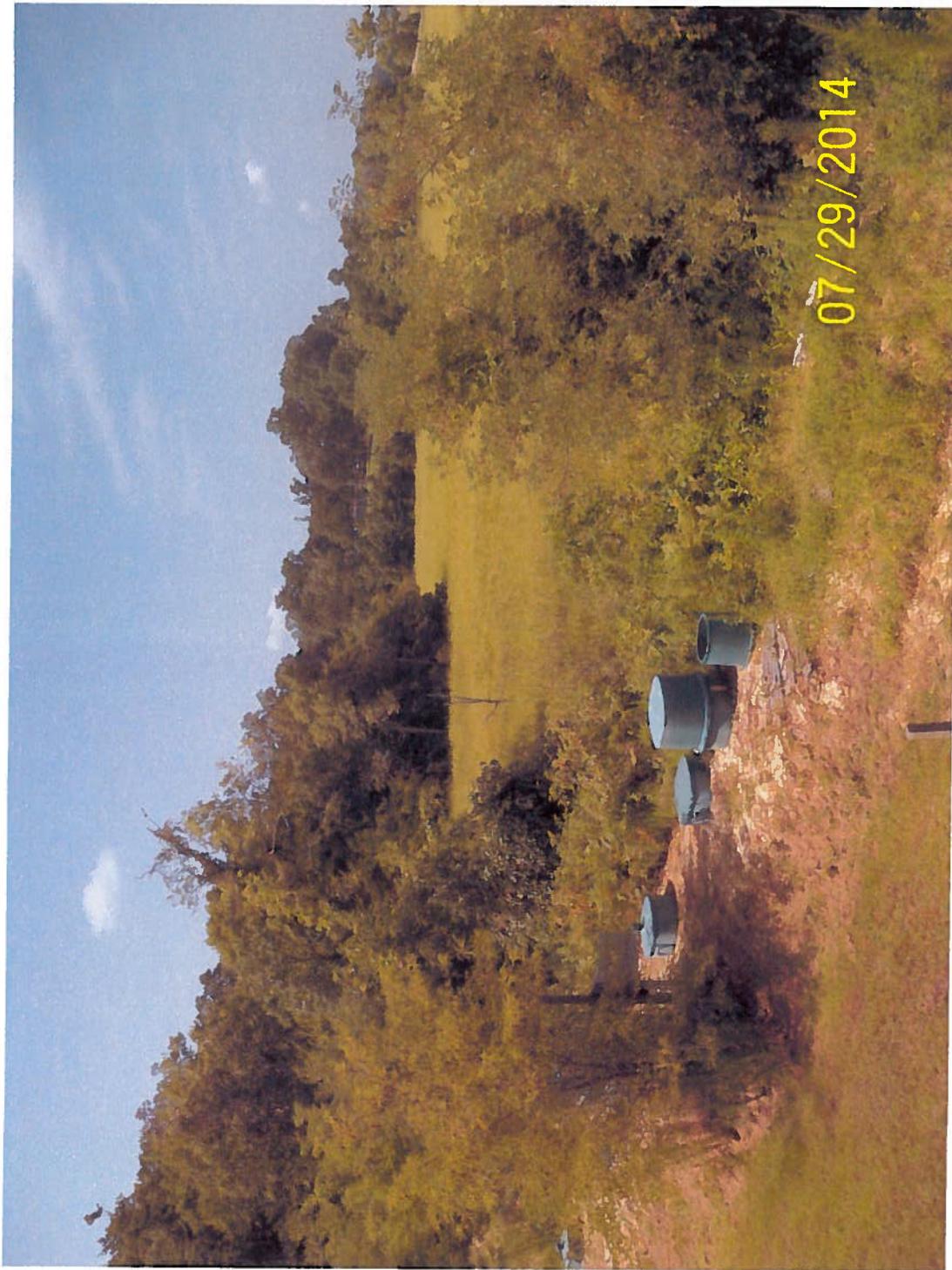
07/29/2014



Grey's Creek Marina  
Surry County  
•State access

Upper property boundary

07/29/2014

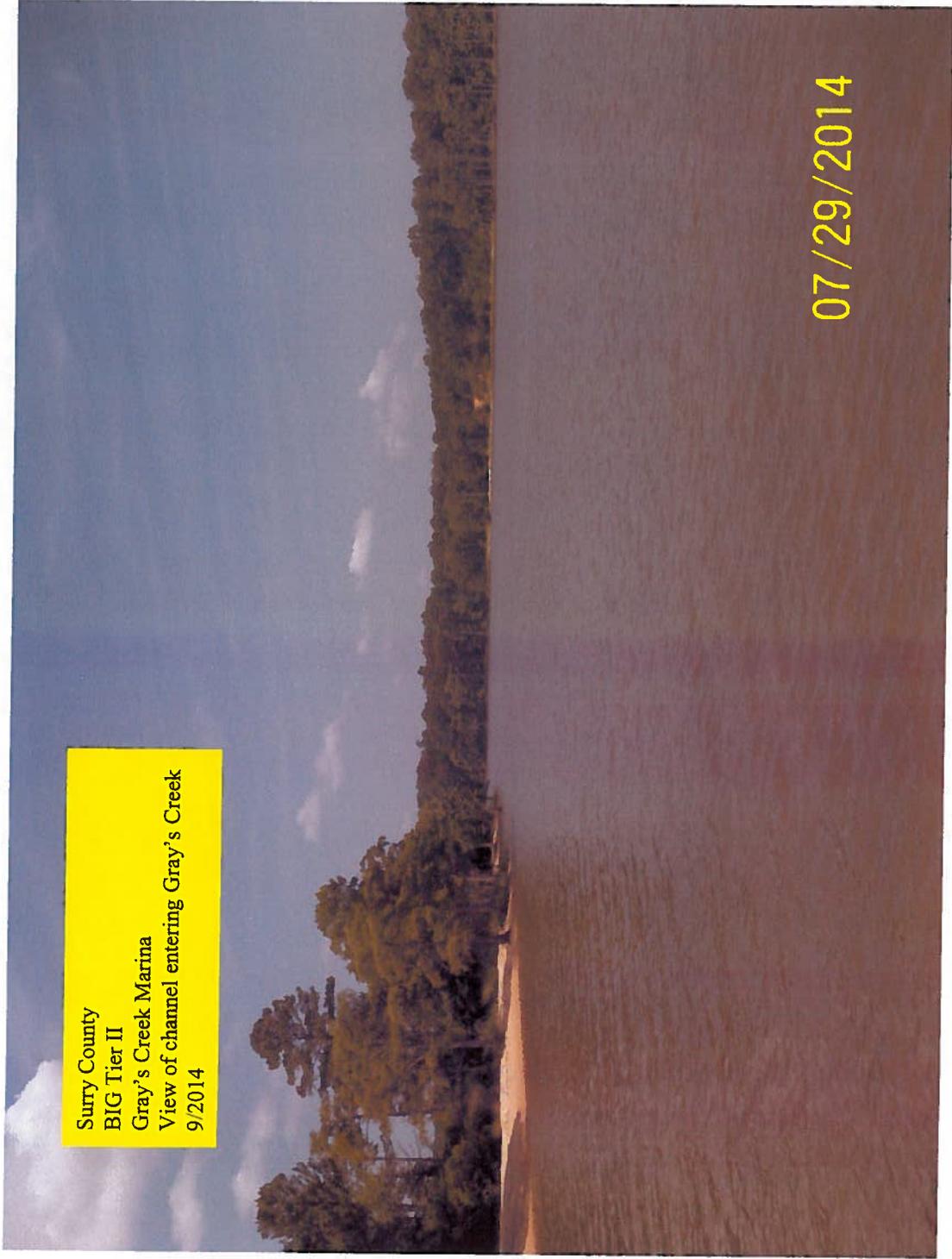


Surry County  
BIG Tier II  
Gray's Creek Marina  
Navigational channel to the  
James River  
9/2014

07/29/2014

Surry County  
BIG Tier II  
Gray's Creek Marina  
View of channel entering Gray's Creek  
9/2014

07/29/2014



## 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.

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.

<b>SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL</b> Stephen Vecchione	<b>TITLE</b> State Health Commissioner
<b>APPLICANT ORGANIZATION</b> Virginia Department of Health	<b>DATE SUBMITTED</b> 09/18/2014

SF-424D (Rev. 7-97) Back