

The Virgin Islands Consortium

VIPA Executive Director Carlton Dowe Retires as Federal Charges Emerge

Dowe's departure from the V.I. Port Authority closes a tenure shaped by major airport and marine projects, including terminal modernization, Crown Bay redevelopment and harbor dredging, as federal charges emerged Friday in a stunning development.

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V.I. Port Authority Executive Director Carlton Dowe.

V.I. Port Authority Executive Director Carlton Dowe has retired from the authority effective April 10, bringing an end to a tenure that saw major movement on airport modernization, marine infrastructure and other long-planned capital projects across the

territory.

His departure comes as federal charges are expected to be unsealed, according to people with knowledge of the matter. Mr. Dowe turned himself in to federal authorities Friday morning.

In a message marking his departure, Mr. Dowe reflected on what he described as a productive period at the authority.

“I am proud of the many accomplishments achieved with a dedicated staff of professionals and unwavering support partnership from all members of VIPA’s Governing Board during my tenure,” he wrote. “Thank you for the opportunity to have led this outstanding team and I wish the Governing Board and the staff of the Virgin Islands Port Authority continued success.”

Mr. Dowe returned to lead VIPA in 2019 and during his tenure oversaw a period of major activity across the authority’s aviation and marine divisions. Among the most visible projects completed during that time was the Dale A. Gregory Transportation Center at Cyril E. King Airport on St. Thomas, a facility aimed at improving traffic flow, parking, rental car operations and the overall airport experience.

He also played a central role in advancing the long-discussed modernization of the territory’s two main airports. Under his leadership, VIPA moved forward with the public-private partnership process for the redevelopment of Cyril E. King Airport on St. Thomas and Henry E. Rohlsen Airport on St. Croix, selected a private partner for the effort, and advanced new terminal concepts for both facilities.

On the marine side, Mr. Dowe’s tenure included continued movement on some of the authority’s biggest port initiatives. VIPA advanced the redevelopment of Crown Bay in St. Thomas through a public-private partnership and continued work tied to the Charlotte Amalie harbor dredging project, a long-discussed effort intended to improve marine access and capacity.

Financially, VIPA also reported improved performance during his leadership, publicly describing stronger-than-expected results as the authority pushed ahead with infrastructure work in both districts.

The emergence of the federal matter now casts a shadow over the close of a tenure that VIPA had publicly framed around modernization, expansion and long-term development at the territory’s airports and seaports.