



WHATCOM COUNTY CONTRACT INFORMATION SHEET (CIS)

Whatcom Co. Contract #:

Originating Department:
Division:
Program:
Contract or Grant Administrator:
Contractor's / Agency Name:
Title of Agreement (optional):

Type of Contract:	
If amendment or renewal, original contract #:	
Is this is a grant agreement?	
If so, grantor agency contract #s:	ALN:
<i>Note: Complete ALN field if contract involves direct federal grants/cooperative agreements or pass-through federal funds.</i>	
Is this contract grant-funded?	If yes, Whatcom County grant contract number(s):
If this contract the result of an RFP?	If yes, RFP number(s):
Is this contract the result of a Bid Process?	If yes, Bid Number(s):
Does this contract involve federal reimbursement? (i.e. fed grant, cooperative agreement, pass-through fed funds, etc.)	
Procurement method:	
Council review:	

Fund(s):	Contract Amount (sum of original contract amount and any prior amendments): \$
Cost Center(s):	This Amendment Amount: \$
Object Account(s):	Total Cumulative Amount: \$

Contract term ends:

Key words/summary (optional):

Contract routing (please initial & date):

Prepared by: _____

Contractor signed: _____

Contractor review: _____

Executive review: _____

Attorney signoff: _____

Council approval, if necessary: _____

AS Finance review: _____

AB#: _____

IT review (if related): _____

Executive signed: _____

U.S. DEPARTMENT OF TRANSPORTATION

GRANT AGREEMENT UNDER THE
FISCAL YEAR 2022 RAISE GRANT PROGRAM

MARAD FY 2022 RAISE Grant No. 693JF72340024

7069MF143O 2026 1L12340024 0000150000 41010 61006600 — \$25,000,000

This agreement is between the United States Department of Transportation (the “USDOT”) and Whatcom County (the “Recipient”).

This agreement reflects the selection of the Recipient to receive a RAISE Grant for the Lummi Island Ferry Replacement and System Modernization Project.

The parties therefore agree to the following:

ARTICLE 1
GENERAL TERMS AND CONDITIONS.

1.1 General Terms and Conditions.

- (a) In this agreement, “General Terms and Conditions” means the content of the document titled “General Terms and Conditions Under the Fiscal Year 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program: MARAD Projects,” dated November 4, 2025, which is available at <https://www.transportation.gov/BUILDgrants/grant-agreements> . The General Terms and Conditions reference the information contained in the schedules to this agreement. The General Terms and Conditions are part of this agreement.
- (b) The Recipient states that it has knowledge of the General Terms and Conditions.
- (c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient’s non-compliance with the General Terms and Conditions may result in remedial action, terminating of the RAISE Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the USDOT the RAISE Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

ARTICLE 2
SPECIAL TERMS AND CONDITIONS.

- 2.1** The Recipient will develop a Monitoring and Inadvertent Discovery Plan (MIDP) for the Project. The MIDP is required to be reviewed and approved by MARAD prior to the start of any ground disturbing activities associated with the Project.

SCHEDULE A
ADMINISTRATIVE INFORMATION

1. Application.

Application Title: Lummi Island Ferry System Modernization and Preservation Project

Application Date: April 12, 2022

2. Recipient's Unique Entity Identifier.

Recipient's Unique Entity Identifier: NT6RMN8THTN7

3. Recipient Contact(s).

James Lee
Special Programs Manager
Whatcom County Public Works
322 N. Commercial Street, Ste. 301
Bellingham, WA 98225
(360) 778-6264
jlee@co.whatcom.wa.us

and

Elizabeth Kosa
Director – Public Works
Whatcom County
311 Grand Avenue
Bellingham, WA 98225
(360) 778-6282
ekosa@co.whatcom.wa.us

4. Recipient Key Personnel.

None.

5. USDOT Project Contact(s).

Kelly Mitchell-Carroll
Grants and Cooperative Agreements Officer
DOT – Maritime Administration
1200 New Jersey Ave, SE
Washington, DC 20590
MAR-380
W26-422
Mailstop 5

(202) 876-6453
k.mitchell-carroll@dot.gov

and

David Bohnet
Grant Management Division Chief
DOT – Maritime Administration
1200 New Jersey Ave, SE
Washington, DC 20590
MAR-510
W21-226
Mailstop 3
(202) 366-0586
david.bohnet@dot.gov

6. Payment System.

USDOT Payment System: Delphi eInvoicing System

7. Office for Subaward and Contract Authorization.

USDOT Office for Subaward and Contract Authorization: None

8. Federal Award Identification Number.

Federal Award Identification Number: 693JF72340024

SCHEDULE B PROJECT ACTIVITIES

1. General Project Description.

This Project will replace the 60-year-old ferry with a diesel-electric battery hybrid ferry that provides service to and from the rural community of Lummi Island. The Project also includes adjusting the terminal structures to accommodate the new ferry and making operational and upland modifications to preserve and enhance the functionality of the ferry system.

2. Statement of Work.

This Project will replace the 60-year-old ferry, which has capacity for 16 vehicles and 100 passengers, with a diesel-electric battery hybrid ferry, which will have capacity for 20 vehicles and 150 passengers. The Project also includes structural improvements and minor upgrades to uplands at Lummi Island terminal and Gooseberry Point terminal. The Project includes the following three components:

Component 1 – Design, Technical, and Management Support

- The activities for Component 1 are associated with all construction elements of the Project (Ferry Replacement, Terminal Modification and Restoration, passenger-only ferry float procurement, Lummi Island terminal uplands improvements and mitigation, Gooseberry Point terminal bracing of wingwalls).
 - Design, environmental, and permitting activities.
 - Bid and procurement activities.
 - Construction management activities.
 - Whatcom County Public Works management support.

Component 2 – Ferry Replacement

- Construction of a new 20-car vessel, capable of operating within the existing mainland terminal at Gooseberry Point. This new vessel enhances the capacity of the existing ferry by 25 percent, from 16 cars to 20 cars, and will utilize Tier 3 diesel-electric generators and marine batteries.

Component 3 – Terminal Modification and Restoration at Lummi Island and Gooseberry Point Terminals

- The following work involves structural replacements and repairs at the Lummi Island terminal.

- Demolish and replace the existing wingwalls that are at the end of their design life.
 - Replace three existing timber dolphins that have deteriorated and are failing.
 - Demolish the two existing timber breakwaters on the west side of the terminal.
 - Demolish and replace the timber breakwater on the east side of the terminal.
 - Install a passenger-only float alongside the existing ferry slip.
 - Uplands improvements including emergency generator replacement; installation of lighting electrical conduit work to support future security camera installation, stormwater improvements, and pavement restriping; and mitigation work including removal of approximately 167 creosote-treated timber piles in Lummi Bay
- At the Gooseberry Point terminal, bracing will be added to the existing wingwall structures.

3. Documents Describing Mitigation Activities.

Document Description	Date
MARAD Finding of No Significant Impact (FONSI) and accompanying Environmental Assessment (EA)	July XX, 2026
Section 106 Consultation correspondence with the WA-SHPO: WA-SHPO requests that work halt immediately and their office, along with appropriate Native American Tribes, be contacted if any archaeological resources are encountered during construction.	April 9, 2026

SCHEDULE C
AWARD DATES AND PROJECT SCHEDULE

1. Award Dates.

Budget Period End Date: **October 31, 2029**

Period of Performance End Date: **October 31, 2029**

2. Estimated Project Schedule.

Milestone	Schedule Date
Planned Construction Substantial Completion Date	December 31, 2028

3. Special Milestone Deadlines.

None.

SCHEDULE D
AWARD AND PROJECT FINANCIAL INFORMATION

1. Award Amount.

RAISE Grant Amount: **\$25,000,000**

2. Federal Obligation Information.

Federal Obligation Type: Single

3. Approved Project Budget.

Eligible Project Costs				
	Component 1: Design, Technical, and Management Support	Component 2: Ferry Replacement	Component 3: Terminal Modification and Restoration	Total
RAISE	\$0	\$24,932,000	\$357,000	\$25,000,000
Funds:				
Non-Federal	\$6,976,527	\$0	\$14,831,000	\$21,807,527
Funds:				
Total:	\$6,976,527	\$24,932,000	\$15,188,000	\$46,807,527

4. Cost Classification Table.

Cost Classification	Total Costs	Non-RAISE Previously Incurred Costs	Eligible Costs
Administrative and legal expenses	\$1,288,000	\$603,873	\$684,127
Architectural and engineering fees	\$6,115,000	\$3,398,600	\$2,716,400
Project inspection fees	\$3,576,000		\$3,576,000
Demolition and removal	\$1,848,750		\$1,848,750
Construction	\$13,339,250		\$13,339,250
Equipment (ferry)	\$24,643,000		\$24,643,000
Project Total	\$50,810,000	\$4,002,473	\$46,807,527

5. Approved Pre-award Costs.

None. The USDOT has not approved under this award any pre-award costs under 2 CFR 200.458. Because unapproved costs incurred before the date of this agreement are not allowable costs under this award, the USDOT will neither reimburse those costs under this award nor consider them as a non-Federal cost sharing contribution to this award. Costs incurred before the date of this agreement are allowable costs under this award only if approved in writing by USDOT before being included in the Project costs and documented in this section 5. See section 13.3(b) of the General Terms and Conditions.

SCHEDULE E CHANGES FROM APPLICATION

Scope: The application consisted of four components including: 1) design and construction of a low carbon emission, battery-electric hybrid ferry; 2) retrofit of marine structures to accommodate the new ferry design; 3) development of the electrical infrastructure for charging the ferry battery banks; and 4) implementation of operational and uplands improvements.

Significant changes in the economy have occurred since the Project was selected for the FY2022 RAISE grant award and each has had an impact on demand assumptions. Increased online shopping, higher percentage of retirees on the island, new work-from-home opportunities, a larger number of second homes and short-term rentals, etc., which together not only decrease overall ridership growth but also spread ridership out more evenly, decreasing peak demand. The current ridership levels show a reduction in demand, indicating that a 20-car vessel both improves on the current level of service provided by the 16-car Whatcom Chief and meets expected future demand.

Whatcom County has, therefore, revised the project scope to lower project costs while still meeting the original project goals. The modified Project will design and construct a 20-car diesel-electric battery hybrid vessel, as opposed to the originally proposed 34-car electric-battery hybrid vessel. The smaller 20-car vessel reduces vessel construction costs from the originally scoped 34-car vessel size, while still modestly increasing vehicle capacity over the current vessel. Pedestrian capacity will increase from 100 passengers on current vessel to 150 passenger capacity on the new vessel.

This change in vessel from battery-electric to diesel-electric realizes additional significant cost savings because it will not require modifications at the Gooseberry Point terminal because onshore power is no longer necessary since the onboard diesel generators will provide electricity and recharge the batteries; therefore, the existing infrastructure can be used for the replacement vessel. Instead, at the Gooseberry Point terminal, minor structural enhancements to the wingwalls will be incorporated, but there will be no activities requiring ground disturbance or in-water work. At the Lummi Island terminal, improvements will be limited to replacing deteriorated terminal elements and the installation of a new passenger-only ferry float to provide emergency access to the island, along with additional uplands modernization actions provided to meet the purpose and need of the project. Installation of shoreside charging infrastructure is no longer applicable.

Schedule: The application planned construction substantial completion date was listed as December 31, 2027. Due to inflationary pressures since the time of application, the Recipient needed to rescope the Project to fit within the original budget, which added additional time to the estimated schedule. The new planned construction substantial completion date listed in Schedule C is December 31, 2028.

Budget: At the time of grant application submittal, the total estimated project cost to complete design and construction of a new, 34-car vessel, along with modifications and upland and operational improvements at the Lummi Island terminal was \$50,291,000.

In mid-2024, Whatcom County completed 60 percent design for the shoreside improvements required to support the new vessel. The costs of these added elements, coupled with unprecedented inflation in the maritime industry, increased total cost estimates to \$94 million, almost double the initial estimated cost.

The project team explored various options for completing the Project while achieving the goals of the original scope. The proposed amended scope includes designing and constructing a 20-car diesel-electric battery hybrid vessel capable of operating within the existing terminal sizes and without shoreside electric charging, reducing the terminal work to required structural repairs and minor uplands upgrades at the Lummi Island and Gooseberry terminals.

The Recipient has completed 60 percent terminal design, and the modified scope lowers the estimated project cost to \$50,810,000 while still meeting the transportation needs of the Lummi Island community now and into the future, as identified in the grant application.

The budget that had been pledged for the larger vessel size, shoreside electrification elements, and widening of terminal infrastructure to accommodate the larger vessel will be repurposed to cover inflation-driven cost escalation associated with vessel construction and terminal modifications, delivering an appropriately sized vessel for current and future ridership demand.

Additionally, the project cost estimate included in the application focused on hard construction costs, developed based on preliminary design, and did not include the costs outlined in the Operating Program Impacts component. This was an oversight, and these costs should have been included in the original application.

Finally, on April 20, 2023, the USDOT approved Whatcom County's request to allow the following pre-obligation costs for design of its RAISE Lummi Island Ferry Replacement & System Modernization Project. The Recipient requested pre-obligation costs authorization for up to \$4,002,473 in non-Federal funds for certain design and environmental-related costs.

The Recipient is not receiving pre-award authority pursuant to 2 CFR 200.458 to incur these costs, rather, these costs will be removed from the future eligible project costs, but they will count towards the Recipient's voluntary cost share because they were incurred after grant award announcement, were contained in the grant application, are for preconstruction activities, and comply with all Federal requirements.

The table below provides a summary comparison of the Project budget.

Fund Source	Application		Schedule D	
	\$	%	\$	%
Previously Incurred Costs				
Federal Funds				
Non-Federal Funds			\$4,002,473	7.9%
Total Previously Incurred Costs			\$4,002,473	7.9%
Future Eligible Project Costs				
RAISE Funds	\$25,000,000	49.7%	\$25,000,000	49.2%

Fund Source	Application		Schedule D	
	\$	%	\$	%
Other Federal Funds				
Non-Federal Funds	\$25,291,000	50.3%	\$21,807,527	42.9%
Total Future Eligible Project Costs	\$50,291,000	100%	\$46,807,527	100%
Total Project Costs	\$50,291,000	100%	\$50,810,000	100%

Other: None.

SCHEDULE F
RAISE PROGRAM DESIGNATIONS

1. Urban or Rural Designation.

Urban-Rural Designation: **Rural**

2. Capital or Planning Designation.

Capital-Planning Designation: **Capital**

3. Historically Disadvantaged Community or Area of Persistent Poverty Designation.

HDC or APP Designation: **No**

4. Funding Act.

Funding Act: **IIJA**

SCHEDULE G
RAISE PERFORMANCE MEASUREMENT INFORMATION

Study Area: Mainland ferry terminal at Gooseberry Point and Lummi Island Ferry terminals.

Baseline Measurement Date: July 1, 2026 – June 30, 2027

Baseline Report Date: August 31, 2027

Table 1: Performance Measure Table

Measure	Category and Description	Measurement Frequency
Vessel Turn Time	Average Vessel Turn Time (Hours) The time between a vessel first reporting at the port to the time it departs, including berth waiting time and servicing time.	Quarterly
Reportable Events	Total Number of Reportable Events per Year A reportable event is defined as a safety or security event occurring in the project study area (terminal, berth, etc.) that results in one or more of the following conditions: - A fatality confirmed within 30 days of the event - An injury requiring immediate medical attention away from the scene for one or more person - Property damage equal to or exceeding \$25,000 - Collisions involving vehicles or vessels - An evacuation for life safety reasons	Quarterly

**SCHEDULE H
LABOR AND WORK**

1. Efforts to Support Good-Paying Jobs and Strong Labor Standards

The Recipient states that rows marked with “X” in the following table are accurate:

X	The Recipient or a project partner promotes robust job creation by supporting good-paying jobs directly related to the project with free and fair choice to join a union. <i>(Describe robust job creation and identify the good-paying jobs in the supporting narrative below.)</i>
	The Recipient or a project partner will invest in high-quality workforce training programs such as registered apprenticeship programs to recruit, train, and retain skilled workers, and implement policies such as targeted hiring preferences. <i>(Describe the training programs in the supporting narrative below.)</i>
	The Recipient or a project partner will partner with high-quality workforce development programs with supportive services to help train, place, and retain workers in good-paying jobs or registered apprenticeships including through the use of local and economic hiring preferences, linkage agreements with workforce programs, and proactive plans to prevent harassment. <i>(Describe the supportive services provided to trainees and employees, preferences, and policies in the supporting narrative below.)</i>
	The Recipient or a project partner will partner and engage with local unions or other worker-based organizations in the development and lifecycle of the project, including through evidence of project labor agreements and/or community benefit agreements. <i>(Describe the partnership or engagement with unions and/or other worker-based organizations and agreements in the supporting narrative below.)</i>
	The Recipient or a project partner will partner with communities or community groups to develop workforce strategies. <i>(Describe the partnership and workforce strategies in the supporting narrative below.)</i>
	The Recipient or a project partner has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient or a project partner has not yet taken actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
	The Recipient or a project partner has not taken actions related to the Project to improve good-paying jobs and strong labor standards and will not take those actions under this award.

2. Supporting Narrative.

This Project directly supports existing U.S. shipyards and marine heavy construction operators, bolsters trades such as welders, electricians, and mechanics, improves marine infrastructure, and promotes national security. This Project is expected to generate work for approximately 240 local skilled maritime professionals. These highly skilled positions include all the trades involved in ship building, marine heavy civil infrastructure work, and general civil work. Construction associated with the new vessel, terminal work, and upland improvements will be advertised, competitively bid, and wages paid will meet applicable Federal law requirements.

RECIPIENT SIGNATURE PAGE

The Recipient, intending to be legally bound, is signing this agreement on the date stated opposite that party's signature.

WHATCOM COUNTY

_____	By: _____
Date	Signature of Recipient's Authorized Representative
	Satpal Singh Sidhu

	Name
	Whatcom County Executive

	Title

USDOT SIGNATURE PAGE

The USDOT, intending to be legally bound, is signing this agreement on the date stated opposite that party's signature.

UNITED STATES DEPARTMENT OF
TRANSPORTATION

_____	By: _____
Date	Signature of USDOT's Authorized Representative

	Name

	Title