

EXHIBIT A

U.S. DEPARTMENT OF TRANSPORTATION

GRANT AGREEMENT UNDER THE FISCAL YEAR 2025 BUILD PROGRAM

MARAD FY 2025 BUILD Grant No. 693JF72540048

7069MK143O 2026 1SBSV02548 0000150002 41010 61006600 — \$8,880,791

This agreement is between the United States Department of Transportation (the “**USDOT**”) and the Petersburg Borough (the “**Recipient**”).

This agreement reflects the selection of the Recipient to receive a BUILD Grant for the Scow Bay Small Vessel Haul-out 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 2025 BUILD 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 BUILD Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the USDOT the BUILD Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

ARTICLE 2 SPECIAL TERMS AND CONDITIONS.

There are no special terms for this award.

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SCHEDULE A ADMINISTRATIVE INFORMATION

1. Application.

Application Title: Scow Bay Small Vessel Haul-out in Petersburg, Alaska

Application Date: February 28, 2024

2. Recipient's Unique Entity Identifier.

Recipient's Unique Entity Identifier: HREXP6H9B74

3. Recipient Contact(s).

Stephen Giesbrecht
Borough Manager
Petersburg Borough
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Petersburg, AK 99833
(907) 772-5402
sgiesbrecht@petersburgak.gov

and

Liz Cabrera
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Petersburg Borough
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Petersburg, AK 99833
(907) 518-0242
lcabrera@petersburgak.gov

and

Glorianne Wollen
PSG Harbormaster
Petersburg Borough
PO Box 329
Petersburg, AK 99833
(907) 518-4062
gwollen@petersburgak.gov

4. Recipient Key Personnel.

None.

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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
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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: 693JF72540048

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SCHEDULE B PROJECT ACTIVITIES

1. General Project Description.

This project will improve a vessel haul-out by constructing a new ramp in deeper water, adding a dedicated boarding float, installing a wash-down pad, connecting utilities to the haul-out, and extending the existing breakwater.

2. Statement of Work.

The Project consists of two components with the following elements:

Component 1 - Project Administration

- Contract Administration
- Grant Management
- Engineering Support Services
 - Bidding Phase Support
 - Construction Inspection

Component 2 - Construction

- Construction Survey
- Mobilization/Demobilization
- Sitework
 - Engineering fill import and site grading to expand the work area by approximately 2.1 acres
 - Extend the breakwater by approximately 475 feet
 - Utility installation (sewer, water, electrical)
 - Construct a wash-down pad with a filtration system
 - Construct a new boat haul-out ramp with scour protection apron
 - Install a dedicated boarding float

3. Documents Describing Mitigation Activities.

Document Description	Date
MARAD Finding of No Significant Impact (FONSI) and accompanying Environmental Assessment (EA)	July 8, 2026

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Document Description	Date
Section 106 Consultation correspondence with the Alaska State Historic Preservation Officer (AK-SHPO): AK-SHPO requests that work be stopped and they be consulted with if any unidentified cultural resources are discovered in the course of the Project.	October 3, 2025

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SCHEDULE C AWARD DATES AND PROJECT SCHEDULE

1. Award Dates.

Budget Period End Date: April 30, 2030

Period of Performance End Date: April 30, 2030

2. Estimated Project Schedule.

Milestone	Schedule Date
Component 1 – Planned Start Date	October 1, 2026
Component 1 – Planned Completion Date	June 30, 2029
Component 2 – Planned Construction Start Date	December 1, 2026
Component 2 – Planned Construction Substantial Completion Date	December 30, 2028

3. Special Milestone Deadlines.

None.

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SCHEDULE D AWARD AND PROJECT FINANCIAL INFORMATION

1. Award Amount.

BUILD Grant Amount: \$8,880,791

2. Federal Obligation Information.

Federal Obligation Type: Single

3. Approved Project Budget.

Eligible Project Costs			
	Component 1 – Project Administration	Component 2 - Construction	Total
BUILD Funds:	\$0	\$8,880,791	\$8,880,791
Non-Federal Funds ¹ :	\$713,710	\$4,793,416	\$5,507,126
Total:	\$713,710	\$13,674,207	\$14,387,917

4. Cost Classification Table.

Cost Classification	Total Costs	Non-BUILD Previously Incurred Costs	Eligible Costs
Administrative and legal expenses	\$713,710		\$713,710
Site work	\$4,952,250		\$4,952,250
Construction	\$7,478,847		\$7,478,847
Contingency	\$1,243,110		\$1,243,110
Project Total	\$14,387,917		\$14,387,917

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 18.3(b) of the General Terms and Conditions.

¹ This amount includes \$3,378,416 in Denali Commission funds that may count as non-Federal match towards this Project.

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SCHEDULE E CHANGES FROM APPLICATION

Scope:

None.

Schedule:

The application was drafted and submitted in February 2024. The grant was not awarded until January 2025. Initiation of pre-award activities was delayed until June 2025.

The ACOE permit limits in-water work at the project site to months outside of April-July. This information and subsequent consultation with the project engineer resulted in a revised and shorter construction timeline, thereby delaying the overall schedule.

The table below compares the Project milestone dates.

Milestone	Application	Schedule C
Planned Construction Start Date	May 1, 2025	December 1, 2026
Planned Construction Substantial Completion Date	September 30, 2027	December 30, 2028

Budget:

Minor changes in design elements, notably widening the launch ramp to ensure it is compatible with different types and sizes of vessel hauling equipment (i.e., hydraulic trailer to amphibious vessel hoist), increased material costs. Significant increases in construction costs since the application was submitted (e.g., the cost of armor rock increased from \$75/cu. yd. to \$90/cu. yd.) resulted in an increase in overall cost of construction for the Project.

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

Fund Source	Application		Schedule D	
	\$	%	\$	%
Previously Incurred Costs				
Federal Funds	--		--	
Non-Federal Funds	--		--	
Total Previously Incurred Costs	--		--	
Future Eligible Project Costs				
BUILD Funds	\$8,880,791	93%	\$8,880,791	62%
Other Federal Funds	\$0	0%	\$0	0%
Non-Federal Funds	\$650,000	7%	\$5,507,126	38%
Total Future Eligible Project Costs	\$9,530,791	100%	\$14,387,917	100%
Total Project Costs	\$9,530,791		\$14,387,917	

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Other:

None.

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SCHEDULE F BUILD PROGRAM DESIGNATIONS

1. Urban or Rural Designation.

Urban-Rural Designation: Rural

2. Capital or Planning Designation.

Capital-Planning Designation: Capital

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

HDC/APP Designation: No

4. Funding Act.

Funding Act: IIJA

5. Security Risk Designation.

Security Risk Designation: Low

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SCHEDULE G BUILD PERFORMANCE MEASUREMENT INFORMATION

Study Area: Scow Bay, Petersburg, Alaska

Baseline Measurement Date: December 1, 2025 – November 30, 2026

Baseline Report Date: January 31, 2027

Table 1: Performance Measure Table

Performance Measure	Unit Reported
Vessel Calls	Total Vessel Calls per Year Measures the number of vessels calling to the project study area. Must be reported in total and disaggregated by any of the following where applicable: vessel type (e.g. container, bulk, ro-ro, LNG), freight capacity, vessel length, or other.
Closure from Natural Hazards	Total Hours of Facility Closure per Year A closure is defined as when a natural hazard prevents a facility from continuing daily operations or service.

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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>
X	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>

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	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.
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2. Supporting Narrative.

As required by law, the Recipient shall comply with Davis-Bacon and related acts, as well as a neutral posture with respect to construction workers' rights to organize or join a union under the National Labor Relations Act. The most significant labor outcome of this Project is the creation of stable, year-round, skilled-trades employment at the facility. Defining design choice — the heated washdown pad and year-round operational infrastructure — directly converts what has historically been seasonal marine service work into permanent employment. Expanding worksites from six to over 20 and extending electrical service sufficient to run welders and marine industrial equipment makes Scow Bay uniquely capable of supporting these trades in Southeast Alaska. The facility's public-private partnership structure provides private operators with reliable infrastructure and direct access to their customer base, further supporting wage quality and business durability.

The Petersburg Economic Development Corporation (PEDC) has been a strong advocate for development of the Scow Bay facility. The PEDC have developed a worker attraction and relocation incentive program with committed funding, designed to recruit skilled tradespeople to Petersburg to fill employment opportunities generated by the Scow Bay facility. This program addresses a documented and realistic risk in remote Alaska workforce development: infrastructure investment alone does not guarantee that workforce supply will meet the demand it creates. Petersburg's geographic isolation and high relocation costs present meaningful barriers to workers considering the community as a destination, even when well-paying, stable employment opportunities exist. The Recipient and PEDC identified this gap during project planning and developed the relocation program as a direct response.

The program targets tradespeople with skills directly applicable to vessel repair and marine service operations, including welders, fabricators, fiberglass marine electronics technicians, refrigeration mechanics, and engine repair specialists. These trades align precisely with the employment categories needed at the Scow Bay facility. The program will be launched once construction is closer to completion.

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RECIPIENT SIGNATURE PAGE

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

PETERSBURG BOROUGH

Date

By:

Signature of Recipient's Authorized Representative

Name

Title

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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